



**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](http://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, JUNE 6, 2025**

**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](mailto: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. 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.*

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

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

7. **EXECUTIVE DIRECTOR REPORT**- This item provides the opportunity for the Executive Director to report on meetings/conferences attended and any other items related to Commission activities.
8. **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.
9. **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.
- 9A. [\*\*APPROVE MINUTES OF MAY 9, 2025, MEETING- PG.7\*\*](#)  
**Recommended Action:**
- Approve the summary minutes of May 9, 2025.
- Responsible Staff:** Roxanna Ibarra, Clerk of the Board
- 9B. [\*\*MONTHLY BUDGET REPORT- PG.13\*\*](#)  
**Recommended Action:**
- Receive and file the monthly budget report for April 2025.
- Responsible Staff:** Lupe Acero, Finance Director
- 9C. [\*\*RESOLUTION NO. 2025-05 TO CLAIM FISCAL YEAR 2025/2026 TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS AND STATE OF GOOD REPAIR FUNDS- PG.21\*\*](#)  
**Recommended Action:**
- Approve Resolution No. 2025-05 authorizing VCTC's claims for Fiscal Year 2025/2026 Transportation Development Act Local Transportation Funds, State Transit Assistance funds and State of Good Repair funds for transit, planning, and administration.
- Responsible Staff:** Lupe Acero, Finance Director
- 9D. [\*\*TRANSPORTATION DEVELOPMENT ACT \(TDA\) LOCAL TRANSPORTATION FUNDS \(LTF\) FINAL APPORTIONMENT FOR FISCAL YEAR 2025/2026- PG.25\*\*](#)  
**Recommended Action:**
- Approve the Local Transportation Fund Final Apportionment for Fiscal Year 2025/2026, apportioning \$51.8 million as shown in Attachment A.
- Responsible Staff:** Thao Le, Program Manager, Accounting and Lupe Acero, Finance Director
- 9E. [\*\*AMENDMENTS TO COOPERATIVE AGREEMENT WITH CALTRANS AND CONSULTANT CONTRACT WITH WSP USA, INC. FOR THE US 101 HIGH OCCUPANCY VEHICLE / EXPRESS BUS LANE PROJECT APPROVAL / ENVIRONMENTAL DOCUMENT \(PAED\) PHASE- PG.31\*\*](#)  
**Recommended Action:**
- Authorize the Executive Director to finalize and execute an amendment to the consultant services contract with WSP USA, Inc. for the US 101 Improvements PAED phase to (1) increase the contract maximum by \$1,999,430, from \$15,195,162 to \$17,194,592, with the cost increase funded from federal Surface Transportation Block Grant (STBG) funds, and (2) extend the contract period end date to December 31, 2026.
  - Authorize the Executive Director to finalize and execute an amendment to the Cooperative Agreement with Caltrans for the US 101 Improvement project PAED phase. This amendment will (1) at Caltrans' recommendation, remove the \$2,242,579 committed for Caltrans project oversight, (2) add the \$1,999,430 for increased consultant cost, and (3) add \$328,000 for VCTC project management cost as approved by the Commission in April 2020.
- Responsible Staff:** Amanda Fagan, Director of Planning and Sustainability

- 9F. [REVISED DISADVANTAGED BUSINESS ENTERPRISE \(DBE\) PROGRAM- PG.35](#)  
**Recommended Action:**
- Approve the revised Disadvantaged Business Enterprise (DBE) Program (Attachment A).
- Responsible Staff:** Geiska Velasquez, Program Manager, Programming
- 9G. [CONSTRUCTION MANAGEMENT AGREEMENT SERVICES \(CMS\) AGREEMENT-CAMARILLO TRAIN STATION AMERICANS WITH DISABILITIES ACT \(ADA\) IMPROVEMENT PROJECT- PG.37](#)  
**Recommended Action:**
- Authorize the Executive Director to negotiate all remaining terms and execute an agreement with Jacobs Project Management Company for Construction Management Services (CMS) for the Camarillo Train Station Americans with Disabilities Act (ADA) Improvement Project in an amount not-to-exceed \$553,024.
- Responsible Staff:** Aubrey Smith, Program Manager, Regional Transit Planning and Claire Grasty, Public Transit Director
- 9H. [PURCHASE OF BUS STOP AMENITIES – COUNTYWIDE TRANSIT STOPS AND STATIONS NEEDS ASSESSMENT AND INFRASTRUCTURE IMPROVEMENTS PROJECT- PG.39](#)  
**Recommended Action:**
- Approve the purchase of bus stop amenities from Tolar Manufacturing Company as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$134,915.14 for said purchase.
- Responsible Staff:** Aubrey Smith, Program Manager, Regional Transit Planning
- 9I. [SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING \(MOU\) AMENDMENT WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY \(SCRRA\)- PG.41](#)  
**Recommended Action:**
- Authorize the Executive Director to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for legal efforts required for the Simi Valley Double Track Project, including a loan of up to \$556,000 of STA funds.
  - Amend the FY2024-2025 VCTC Metrolink budget by adding \$1,546,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$1,546,000.
- Responsible Staff:** Aubrey Smith, Program Manager, Regional Transit Planning and Claire Grasty, Public Transit Director
- 9J. [JUNE LEGISLATIVE UPDATE- PG.47](#)  
**Recommended Action:**
- Receive and file.
- Responsible Staff:** Darrin Peschka, Program Manager, Government & Community Relations
- 9K. [SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MAY 2025 AND FISCAL YEAR 2024/2025 PROGRAM BUDGET AMENDMENT- PG.71](#)  
**Recommended Action:**
- Receive and file a report on Santa Paula Branch Line updates for the month of May 2025.
  - Approve an Amendment to the Fiscal Year 2024/2025 Santa Paula Branch Line (SPBL) program budget to increase expenditures by \$31,900 in the Salaries, \$10,700 in Benefits, and \$33,400 in Indirect Costs categories, reallocate \$76,000 from the Consultant Services category to offset these expenditures, increase the transfer-in to the General Fund from the SPBL by \$76,000, and increase the transfer out of the SPBL to the General Fund by \$76,000.
- Responsible Staff:** Amanda Fagan, Director of Planning and Sustainability

9L. [FISCAL YEAR 2024/2025 BUDGET AMENDMENT FOR TRANSIT GRANT ADMINISTRATION PROGRAM- PG.75](#)

**Recommended Action:**

- Amend the FY 2024/2025 Transit Grant Administration budget to increase revenues by \$20,798 from Federal Transit Administration (FTA) Section 5310 funds and increase expenses by \$8,398 for salaries, \$3,550 for fringe benefits and \$8,850 for indirect costs.

**Responsible Staff:** Geiska Velasquez, Program Manager, Programming

9M. [BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT -3<sup>RD</sup> QUARTER FISCAL YEAR 2025- PG.77](#)

**Recommended Action:**

- Receive and file.

**Responsible Staff:** Dolores Lopez, Transit Planner & Aubrey Smith, Program Manager Regional Transit Planning

9N. [AMENDMENT NO. 1 TO GENERAL COUNSEL LEGAL SERVICES- PG.83](#)

**Recommended Action:**

- It is recommended that the Ventura County Transportation Commission ("Commission") adopt a resolution approving the First Amendment to the Agreement between the Ventura County Transportation Commission and Redwood Public Law, LLP for General Counsel legal services.

**Responsible Staff:** Steve Mattas, General Counsel

**DISCUSSION CALENDAR:**

10. [FISCAL YEAR 2025/2026 BUDGET- PG.87](#)

**Recommended Action:**

- Conduct a public hearing to receive testimony on the Fiscal Year 2025/2026 Budget.
- Adopt the Fiscal Year 2025/2026 Salary Schedule (Attachment 1 of this item and Appendix C of the Fiscal Year 2025/2026 Budget) effective July 1, 2025.
- Adopt, by Resolution No. 2025-04, the proposed Fiscal Year 2025/2026 Budget.

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

11. [TRANSIT TRANSFORMATION TASK FORCE PRESENTATION- PG.93](#)

**Recommended Action:**

- Receive presentation on the Transit Transformation Task Force.

**Responsible Staff:** Claire Grasty, Public Transit Director

12. [SHORT RANGE TRANSIT PLAN CONTRACT AMENDMENT NO. 3 WITH FEHR AND PEERS- PG.95](#)

**Recommended Action:**

- Approve Contract Amendment #3 with Fehr & Peers in the amount of \$65,000 and authorize the Executive Director to execute the contract amendment.

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

13. [SESPE CREEK OVERFLOW RAILROAD BRIDGE PERMANENT REPAIR CONTRACT AWARD- PG.99](#)

**Recommended Action:**

- Authorize Executive Director to finalize and execute an Agreement with Granite Construction, Inc. for Construction Contractor Services to repair the Sespe Creek Overflow railroad bridge in an amount not to exceed \$6,454,782.50, with a 10% contingency of \$645,487.25, for a total contract amount not to exceed of \$7,100,260.75.

**Responsible Staff:** Amanda Fagan, Director of Planning and Sustainability

14. [GENERAL COUNSEL REPORTS-](#)

15. [AGENCY REPORTS:](#)

**Southern California Association of Governments (SCAG)**

Primary: Chair Mike Judge

**Southern California Regional Rail Authority (Metrolink-SCRRRA)**

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

**1. ADJOURN to 9:00 a.m. Friday, JULY 11, 2025,** at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



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Item #9A

June 6, 2025

**MEETING MINUTES OF MAY 9, 2025, REGULAR VCTC COMMISSION MEETING AT 9:00 A.M.**

**CALL TO ORDER:**

Chair Judge 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 Gorell.

**ROLL CALL/MEMBERS PRESENT:**

Mike Judge, City of Simi Valley  
Dani Anderson, Citizen Rep., Cities  
Carrie Broggie, City of Fillmore  
Jenny Crosswhite, City of Santa Paula  
Jeff Gorell, County of Ventura  
Doug Halter, City of Ventura  
Matt LaVere, County of Ventura  
Luis McArthur, City of Oxnard  
Kelly Long, County of Ventura  
Vianey Lopez, County of Ventura  
Janice Parvin, County of Ventura  
Tony Trembley, City of Camarillo  
Jim White, Citizen Rep., County of Ventura  
Gloria Roberts, District 7 Caltrans Director

**ABSENT:**

Chris Enegren, City of Moorpark  
Bob Engler, City of Thousand Oaks  
Rachel Lang, City of Ojai  
Martha McQueen-Legohn, City of Port Hueneme

**4. PUBLIC COMMENTS** – There were no public comments.

**5. CALTRANS REPORT** – Gloria Roberts, District Director for District 7, gave the Caltrans report for the month of May.

**6. COMMISSIONER REPORTS** – Commissioner Anderson stated she attended a Youth Leadership Forum Event hosted by the Youth Commission. During this event they talked about organizing and holding training on public transportation at high schools. Commissioner Anderson was happy to report that starting the fall semester they will be working with VCTC to host transportation trainings at the local high schools. Commissioner Anderson also announced the Government and Disability Summit is coming up in September and the presentation proposals are currently open. The deadline for presentation proposals is May 29.

## 7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following items:

- Welcomed and introduced VCTC's new Administrative Assistant Cecilia "Sissy" Perez.
- From May 1-2 several Commissioners and the Executive Director attended the **2025 Southern California Association of Governments (SCAG) Regional Conference and General Assembly**. Chair Judge was joined by commissioners Crosswhite, Engler, Lopez, Enegren, Lang, and McArthur to celebrate SCAG's 60th anniversary and elect the new leadership for the 2025-26 fiscal year, which included Commissioner Crosswhite as SCAG's Second Vice President and Chair Judge as Chair of the SCAG Transportation Committee.
- Transit staff have worked to accept delivery of nearly all 26-replacement transit buses and repowers to be used by the **VCTC Intercity and Valley Express transit services**. For Intercity, staff worked with our contractor to accept delivery of five new 45-foot MCI CRT LE motorcoaches. Each coach has a seating capacity of 52 passengers and is equipped with a ADA compliant vestibule area with loading ramp for quicker and easier loading. Four of five electric BYDs have been delivered, and one was on display at Santa Barbara County Association of Governments' (SBCAG) recent Highway 101 Padaro & Summerland Completion Event. Training will need to occur prior to vehicles going into service. Additionally, five motor coaches were repowered to extend the useful life. For Valley Express, six new 22-foot Glaval cutaway buses have been delivered in addition to the Dodge Promasters already received. While some buses are in service, the others are currently under inspection and are expected to be ready for service by June 1st. The vehicles will be on display at the June commission meeting.
- VCTC is celebrating **Bike Month in May** through several activities and promotions. During Bike Month, drivers are encouraged to swap their cars for a bike to get to work, to run errands or just for recreation. VCTC is offering those that pledge to ride a chance to win prizes that include a bike, any of four \$300 gift cards, three \$100 gift cards, bike rentals, tune-ups, accessories and more. VCTC will participate in a Bike Rodeo and Resource Fair co-hosted by Assembly member Steve Bennett and the Port of Hueneme.
- VCTC staff participated in several **Earth Day events in April** to promote the use of public transit, biking and walking as sustainable forms of transportation. Staff attended community events in Santa Paula, Thousand Oaks and Ventura.

**8. ADDITIONS/REVISIONS** – Executive Director Martin Erickson asked that the commission reorder the items under Item 15. Closed Session, to take item number two first and item one second. Commissioner White thanked staff for their monthly staff reports.

## 9. CONSENT CALENDAR

General Counsel Steve Mattas stated that under state law VCTC is required to announce and identify the terms of the Contract under consent calendar item 9I Third Amendment to Executive Director Employment Agreement With Martin Erickson. The contract amendment provides for a 5% salary increase to the contract to Executive Director Martin Erickson and would also extend the contract through January 15, 2028.

Commissioner Trembley moved to approve consent calendar items 9A through 9K. The motion was seconded by Commissioner Parvin and passed unanimously.

Commissioner Lopez abstained from item 9A Meeting Minutes of April 4, 2025.

### 9A. APPROVE MINUTES OF APRIL 4, 2025, MEETING-PG. 7

#### Recommendation:

- Approve the summary minutes of APRIL 4, 2025.

### 9B. MONTHLY BUDGET REPORT-PG.13

#### Recommendation:

- Receive and file the monthly budget report for March.

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



**9C. AMENDMENT TO CONTRACT FOR PROFESSIONAL AUDITING SERVICES-PG.21**

**Recommendation:**

- Recommend approval of Amendment No 1 (Attachment A) with ASM LLP for professional TDA, SGR, Proposition 1B and LCTOP financial and compliance auditing services at a not to exceed cost as noted below:

<b>Fiscal Year</b>	<b>Original</b>	<b>Amendment No 1</b>
	<b>Not to Exceed</b>	<b>Not to Exceed</b>
2024/2025	\$ 247,715.00	\$ 292,065.00
2025/2026	\$ 255,150.00	\$ 300,853.00
2026/2027 (optional)	\$ 262,800.00	\$ 309,883.00
2027/2028 (optional)	\$ 270,685.00	\$ 319,227.00

**9D. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR APRIL 2025- PG.23**

**Recommendation:**

- Receive and file a report on Santa Paula Branch Line updates for the month of April 2025.

**9E. SECTION 13(C) LABOR AGREEMENT -PG.27**

**Recommendation:**

- Approve the attached Agreement with the Service Employees International Union (SEIU), Local 721, as required for VCTC's Fiscal Year 2024/25 federal transit grant applications with the Federal Transit Administration.

**9F. COORDINATED ADAPTIVE RAMP METERING FEASIBILITY STUDY – APPROVAL OF APPLICATION FOR SURFACE TRANSPORTATION BLOCK GRANT (STBG)- PG.29**

**Recommendation:**

- Authorize the Executive Director to prepare and submit an application to the Southern California Association of Governments (SCAG) call for projects, to conduct a Coordinated Adaptive Ramp Metering feasibility study, with a funding request of \$531,180 of STBG, and VCTC providing a \$68,820 match from the Ventura County Service Authority for Freeway Emergencies (SAFE) Fund.

**Responsible Staff: Peter DeHaan, Director of Programming**

**9G. FY 2024/25 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION- PG.31**

**Recommendation:**

- Adopt Resolution 2025-02 (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 2024/25 LCTOP funds.
- Approve a Corrective Action Plan (Attachment "B") transferring \$388,046 of LCTOP FY 2023/24 Metrolink Weekend Service program funds to the FY 2023/24 Free Fare program.

**9H. LEGISLATIVE UPDATE PG.33**

**Recommendation:**

- Receive and file.

**9I. THIRD AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT WITH MARTIN ERICKSON-PG.53**

**Recommendation:**

- It is recommended that the Ventura County Transportation Commission ("Commission") adopt a resolution approving the Third Amendment to the Employment Agreement ("Third Amendment") between the Commission and Martin Erickson to serve as Executive Director of VCTC and its related agencies and authorizing the Chair of the Commission to execute the Third Amendment.

**9J. AMERICANS WITH DISABILITIES (ADA) CERTIFICATION SERVICES CONTRACT AWARD-PG.59**

**Recommendation:**

- Recommend approval award of contract for ADA Certification Services to Mobility Management Partners (MMP), Incorporated for a not-to-exceed amount of \$1,495,198.50.

- Authorize the Executive Director to negotiate all remaining terms of the contract for ADA certification services in a form and substance approved by VCTC legal counsel.

**9K. CALIFORNIA VANPOOL AUTHORITY (CALVANS) JOINT POWERS AUTHORITY (JPA) AGREEMENT AMENDMENT PG.61**

**Recommendation:**

- Approve the amended agreement for the California Vanpool Authority (CalVans) Joint Powers Authority (JPA).

**DISCUSSION CALENDAR:**

**10. FISCAL YEAR (FY) 2025/26 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) FINDINGS-PG.63**

**Recommendation:**

- Review and Approve the Fiscal Year 2025/2026 Unmet Transit Needs Findings and determination that there are no Unmet Transit Needs
- Adopt Resolution No. 2025-01

Dolores Lopez gave a PowerPoint presentation on item 10 Unmet Transit Needs Findings.

Commissioner Long moved to approve item 10 Unmet Transit Needs (UTN) Findings. The motion was seconded by Commissioner White and passed unanimously.

**11. US 101 HIGH OCCUPANCY VEHICLE (HOV) / EXPRESS BUS WIDENING PROJECT PHASING PLAN-PG.67**

**Recommendation:**

- Designate the northbound segment from Flynn Road in Camarillo to Johnson Drive in Ventura as Phase One of the US 101 High Occupancy Vehicle (HOV) / Express Bus Lane Widening project, at an estimated cost of \$218 million.
- Direct staff to return with recommendations to program the required funds for Phase One, based on the funding cycles for available funds, particularly State Transportation Improvement Program (STIP) and Surface Transportation Block Grant (STBG).

Amanda Fagan, Director of Planning and Sustainability introduced Melissa Brady, Vice-President and WSP USA Inc. Project Manager for the consulting team. Ms. Brady gave a PowerPoint presentation on item 11. US 101 High Occupancy Vehicle (HOV) / Express Bus Widening Project Phasing Plan to the commission.

Commissioner MacArthur moved to approve item 11 US 101 High Occupancy Vehicle (HOV) / Express Bus Widening Project Phasing Plan. The motion was seconded by Commissioner Halter and passed unanimously.

**12. EMERGENCY ROADSIDE CALL BOX PROGRAM – DECOMMISSIONING AND REMOVAL-PG.71**

**Recommendation:**

- Approve the decommissioning and removal of all call boxes on highways within Ventura County.
- Authorize the Executive Director, or his designee, to take the necessary steps to sunset the call box program, including submission of the attached justification letter and removal plan to Caltrans (Attachment A) and outreach methods to notify the public.
- Authorize the Executive Director, or his designee, to release an Invitation for Bids for Contractor Services to remove and dispose of the call boxes.

Andrew Kent, Program Manager, Data Services, gave a PowerPoint presentation on item 12. Emergency Roadside Call Box Program – Decommissioning and Removal.

Commissioner Parvin moved to approve item 12 Emergency Roadside Call Box Program – Decommissioning and Removal along with staff returning to the commission with a review of the areas of concern discussed. Also included asking legal counsel to review the contract options with respect to a potential offset. The motion was seconded by Commissioner Anderson and passed unanimously.

**13. GENERAL COUNSEL REPORTS-** None.

**14. AGENCY REPORTS:**

**Southern California Association of Governments (SCAG)**

Primary: Chair Mike Judge

Chair Judge announced that at the Annual SCAG meeting the budget was approved.

**Southern California Regional Rail Authority (Metrolink-SCRRRA)**

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

No report.

**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 stated the next meeting will be on May 19<sup>th</sup> and currently they are reviewing the business plan.

**Coast Rail Coordinating Council-(CRCC)**

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White stated the next meeting will be in San Jose on May 15<sup>th</sup>, and there has been a lot of discussion on high-speed rail.

**California Association of Councils of Governments-(CalCog)**

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite stated that at the last meeting they were asked to take action to approve a small line of credit because the balance of where the funding for the organization comes from has shifted over the years with the change and flow of some of the grant funding. They asked for a \$25,000 line of credit to help with the liquidity if needed.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

No report.

**15. CLOSED SESSION ITEMS:**

**1. Conference with Legal Counsel – Existing Litigation**

**Pursuant to Government Code Section 54956.9(d)(1)**

**Case Name: VCTC v. Delaware Hidden Valley Grant Apartments, LLC et al.**

**(Case No. 2023CUEI017486)**

Chair Judge stated he will abstain and will recuse himself from closed session item 15.-1. Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1) Case Name: VCTC v. Delaware Hidden Valley Grant Apartments, LLC et al. (Case No. 2023CUEI017486)

**2. Public Employee Performance Evaluation and Appointment**

**(Pursuant to Gov. Code Section 54957)**

**Title: General Counsel**

The commission went into closed session at 11:01 a.m. No reportable action out of closed session at this time.

**16. ADJOURN to 9:00 a.m. Friday, JUNE 6, 2025,** at the City of Camarillo, Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



Item #9B

June 6, 2025

**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 April 2025.

**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 April 30, 2025, budget report indicates that the revenues were approximately 55.0% of the adopted budget while expenditures were approximately 51.7% 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, highway callbox 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 employee vacation accrual is presented on the Balance Sheet. The vacation accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION  
BALANCE SHEET  
AS OF APRIL 30, 2025**

**Assets and Deferred Outflows**

Cash and Investments	\$84,064,705
Receivables/Due from other funds	6,375,218
Prepays and Deposits	818,890
Capital Assets, undepreciated	26,357,123
Capital Assets, depreciated, net	24,630,370
Deferred Outflows	2,227,653
<b>Total Assets and Deferred Outflows</b>	<b><u>\$144,473,959</u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$ 4,936,875
Deferred Revenue	28,465,084
Deposits	67,059
Accrued Vacation	208,606
Accrued Lease-SBITA liability and interest	431,035
Deferred Inflows	1,056,673
Pension Liability	1,123,467
OPEB Liability	2,737
<b>Total Liabilities and Deferred Inflows:</b>	<b><u>\$ 36,291,536</u></b>

**Net Position:**

Invested in Capital Assets	\$50,987,493
Fund Balance	57,194,929
<b>Total Net Position</b>	<b><u>\$108,182,422</u></b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE TEN MONTHS ENDED APRIL 30, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Revenues</b>												
Federal Revenues	\$ 6,680,765	\$ 0	\$ 0	\$ 0	\$ 0	65,666	\$ 3,356,203	\$ 1,172,798	\$ 11,275,432	\$ 25,177,982	(13,902,550)	44.78
State Revenues	23,543,941	33,151,786	5,004,025	1,254,821	971,675	7,088	902,305	0	64,835,641	119,098,949	(54,263,308)	54.44
Local Revenues	114,114	0	0	0	0	377,335	1,720,884	1,779,908	3,992,241	5,236,850	(1,244,609)	76.23
Other Revenues	2,802	0	0	260	0	0	291,083	13,826	307,971	26,000	281,971	1,184.50
Interest	884,620	320,798	938,901	120,207	276,844	10,542	21,370	16,657	2,589,939	1,370,000	1,219,939	189.05
<b>Total Revenues</b>	<b>31,226,242</b>	<b>33,472,584</b>	<b>5,942,926</b>	<b>1,375,288</b>	<b>1,248,519</b>	<b>460,631</b>	<b>6,291,845</b>	<b>2,983,189</b>	<b>83,001,224</b>	<b>150,909,781</b>	<b>(67,908,557)</b>	<b>55.00</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	3,321,088	0	0	0	0	0	125,962	61,056	3,508,106	4,579,500	(1,071,394)	76.60
Legal Services	9,518	0	0	0	0	0	0	0	9,518	46,200	(36,682)	20.60
Professional Services	150,057	0	0	0	0	0	0	0	150,057	245,200	(95,143)	61.20
Office Leases	179,219	0	0	0	0	0	0	0	179,219	223,400	(44,181)	80.22
Office Expenditures	729,969	0	0	0	0	0	98,062	47,532	875,563	1,057,000	(181,437)	82.83
<b>Total Administration</b>	<b>4,389,851</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224,024</b>	<b>108,588</b>	<b>4,722,463</b>	<b>6,151,300</b>	<b>(1,428,837)</b>	<b>76.77</b>
<b>Programs and Projects</b>												
<b>Transit &amp; Transportation Program</b>												
Regional Transit Technology	1,185,470	0	0	0	0	0	0	0	1,185,470	8,663,411	(7,477,941)	13.68
SD-Accessible Mobility Service	334,730	0	0	0	0	0	0	0	334,730	772,000	(437,270)	43.36
VCTC Intercity Bus Services	0	0	0	0	0	0	8,817,226	0	8,817,226	22,566,338	(13,749,112)	39.07
Valley Express Bus Services	0	0	0	0	0	0	0	1,957,418	1,957,418	6,289,700	(4,332,282)	31.12
Transit Grant Administration	23,097,206	0	0	0	0	0	0	0	23,097,206	37,453,933	(14,356,727)	61.67
<b>Total Transit &amp; Transportation</b>	<b>24,617,406</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,817,226</b>	<b>1,957,418</b>	<b>35,392,050</b>	<b>75,745,382</b>	<b>(40,353,332)</b>	<b>46.73</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	1,177,123	0	0	0	0	1,177,123	1,980,900	(803,777)	59.42
Highway Program Management	318,923	0	0	0	0	0	0	0	318,923	4,459,846	(4,140,923)	7.15
<b>Total Highway</b>	<b>318,923</b>	<b>0</b>	<b>0</b>	<b>1,177,123</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,496,046</b>	<b>6,440,746</b>	<b>(4,944,700)</b>	<b>23.23</b>

For Management Reporting Purposes Only



**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE TEN MONTHS ENDED APRIL 30, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Rail Program</b>												
Metrolink & Commuter Rail	11,770,836	0	0	0	0	0	0	0	11,770,836	24,129,540	(12,358,704)	48.78
LOSSAN & Coastal Rail	8,897	0	0	0	0	0	0	0	8,897	11,400	(2,503)	78.04
Santa Paula Branch Line	0	0	0	0	0	1,948,563	0	0	1,948,563	14,133,430	(12,184,867)	13.79
<b>Total Rail</b>	<b>11,779,733</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,948,563</b>	<b>0</b>	<b>0</b>	<b>13,728,296</b>	<b>38,274,370</b>	<b>(24,546,074)</b>	<b>35.87</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	12,256	0	0	0	0	0	0	0	12,256	55,183	(42,927)	22.21
Rideshare Programs	179,993	0	0	0	0	0	0	0	179,993	314,300	(134,307)	57.27
<b>Total Commuter Assistance</b>	<b>192,249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192,249</b>	<b>369,483</b>	<b>(177,234)</b>	<b>52.03</b>
<b>Planning &amp; Programming</b>												
TDA Administration	240,500	32,869,187	265,757	0	48,629	0	0	0	33,424,073	42,807,939	(9,383,866)	78.08
Transportation Programming	26,204	0	0	0	0	0	0	0	26,204	83,900	(57,696)	31.23
Regional Transportation Planni	563,324	0	0	0	0	0	0	0	563,324	1,420,962	(857,638)	39.64
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	13,635	(13,635)	0.00
Regional Transit Planning	2,560,094	0	0	0	0	0	0	0	2,560,094	7,157,000	(4,596,906)	35.77
<b>Total Planning &amp; Programming</b>	<b>3,390,122</b>	<b>32,869,187</b>	<b>265,757</b>	<b>0</b>	<b>48,629</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36,573,695</b>	<b>51,483,436</b>	<b>(14,909,741)</b>	<b>71.04</b>
<b>General Government</b>												
Community Outreach	189,023	0	0	0	0	0	0	0	189,023	226,600	(37,577)	83.42
State & Federal Relations	106,809	0	0	0	0	0	0	0	106,809	155,500	(48,691)	68.69
Management & Administration	137,967	0	0	0	0	0	0	0	137,967	282,600	(144,633)	48.82
<b>Total General Government</b>	<b>433,799</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>433,799</b>	<b>664,700</b>	<b>(230,901)</b>	<b>65.26</b>
<b>Total Expenditures</b>	<b>45,122,083</b>	<b>32,869,187</b>	<b>265,757</b>	<b>1,177,123</b>	<b>48,629</b>	<b>1,948,563</b>	<b>9,041,250</b>	<b>2,066,006</b>	<b>92,538,598</b>	<b>179,129,417</b>	<b>(86,590,819)</b>	<b>51.66</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE TEN MONTHS ENDED APRIL 30, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Revenues over (under) expenditures</b>	<b>(13,895,841)</b>	<b>603,397</b>	<b>5,677,169</b>	<b>198,165</b>	<b>1,199,890</b>	<b>(1,487,932)</b>	<b>(2,749,405)</b>	<b>917,183</b>	<b>(9,537,374)</b>	<b>(28,219,636)</b>	<b>18,682,262</b>	<b>33.80</b>
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	11,361,707	0	0	0	0	0	0	0	11,361,706	11,348,870	12,836	100.11
Transfers Into GF From STA	1,859,515	0	0	0	0	0	0	0	1,859,516	5,761,799	(3,902,283)	32.27
Transfers In GF From SGR	978,954	0	0	0	0	0	0	0	978,954	5,931,543	(4,952,589)	16.50
Transfers Into GF From SAFE	350,430	0	0	0	0	0	0	0	350,430	442,000	(91,570)	79.28
Transfers Into GF From SPBL	146,937	0	0	0	0	0	0	0	146,937	190,200	(43,263)	77.25
Transfers Into SPBL From STA	0	0	0	0	0	2,022,748	0	0	2,022,748	12,216,630	(10,193,882)	16.56
Transfers Into VI From STA	0	0	0	0	0	0	3,000,000	0	3,000,000	6,008,453	(3,008,453)	49.93
Transfers Into VE	0	0	0	0	0	0	0	28,015	28,015	1,307,500	(1,279,485)	2.14
Transfers Out of LTF Into GF	0	(11,361,706)	0	0	0	0	0	0	(11,361,706)	(11,348,870)	(12,836)	100.11
Transfers Out of STA Into GF	0	0	(1,859,516)	0	0	0	0	0	(1,859,516)	(5,761,799)	3,902,283	32.27
Transfers Out of STA Into SPBL	0	0	(2,022,748)	0	0	0	0	0	(2,022,748)	(12,216,630)	10,193,882	16.56
Transfers Out of STA Into VI	0	0	(3,000,000)	0	0	0	0	0	(3,000,000)	(6,008,453)	3,008,453	49.93
Transfers Out of STA into VE	0	0	(2,304)	0	0	0	0	0	(2,304)	(7,500)	5,196	30.72
Transfers Out of SAFE Into GF	0	0	0	(350,430)	0	0	0	0	(350,430)	(442,000)	91,570	79.28
Transfers Out of SPBL Into GF	0	0	0	0	0	(146,937)	0	0	(146,937)	(190,200)	43,263	77.25
Transfers Out of SGR Into GF	0	0	0	0	(978,954)	0	0	0	(978,954)	(5,931,543)	4,952,589	16.50
Transfers Out of SGR Into VE	0	0	0	0	(25,711)	0	0	0	(25,711)	(1,300,000)	1,274,289	1.98
<b>Total Other Financing Sources</b>	<b>14,697,543</b>	<b>(11,361,706)</b>	<b>(6,884,568)</b>	<b>(350,430)</b>	<b>(1,004,665)</b>	<b>1,875,811</b>	<b>3,000,000</b>	<b>28,015</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>801,702</b>	<b>(10,758,309)</b>	<b>(1,207,399)</b>	<b>(152,265)</b>	<b>195,225</b>	<b>387,879</b>	<b>250,595</b>	<b>945,198</b>	<b>(9,537,374)</b>	<b>(28,219,636)</b>	<b>18,682,262</b>	<b>33.80</b>
<b>Beginning Fund Balance w/o capital assets</b>	<b>5,830,033</b>	<b>18,194,081</b>	<b>31,497,588</b>	<b>3,975,722</b>	<b>7,794,251</b>	<b>25,367</b>	<b>43,274</b>	<b>-</b>	<b>67,360,316</b>			
<b>Long-term</b>												
<b>Pension/OPEB/Vacation/Leases/SBITA</b>												
<b>Net Adjustment*</b>	<b>(583,698)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(44,309)</b>	<b>0</b>	<b>(628,007)</b>			
<b>Fund Balance as of April 30, 2025</b>	<b>6,048,037</b>	<b>7,435,772</b>	<b>30,290,189</b>	<b>3,823,457</b>	<b>7,989,476</b>	<b>413,246</b>	<b>249,560</b>	<b>945,198</b>	<b>57,194,935</b>			

\*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 APRIL 30, 2025**

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.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	\$26,940.35	EAC & 1.08%	\$ 4,777,520.08
LAIF	State Pool	N/A	238,686.62	4.48%	4,036,851.20
County of Ventura	Treasury Pool	N/A	2,311,053.65	4.38%	75,115,779.09
State of California	Deposit on Mediation	N/a	13,257.13		0
VCCF Bike Fund	Investment	N/A	Annually	annually	19,306.92
<b>Total</b>			<b>\$2,589,937.75</b>		<b>\$83,949,457.29</b>

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.

In May 2024, VCTC sent \$579,000 to the State of California Condemnation division for the acquisition of certain and specific property interest in an eminent domain action. These funds are not liquid and therefore are not shown as cash on the Balance Sheet. However, these funds earn interest from the State and are included in the Income Statement and will be used for Metrolink purposes.

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 #9C**

**June 6, 2025**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: LUPE ACERO, FINANCE DIRECTOR**

**SUBJECT: RESOLUTION NO. 2025-06 TO CLAIM FISCAL YEAR 2025/2026  
TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION  
FUNDS, STATE TRANSIT ASSISTANCE FUNDS AND STATE OF GOOD REPAIR  
FUNDS**

**RECOMMENDATION:**

- Approve Resolution No. 2025-06 authorizing VCTC's claims for Fiscal Year 2025/2026 Transportation Development Act Local Transportation Funds, State Transit Assistance funds and State of Good Repair funds for transit, planning, and administration.

**DISCUSSION:**

The State Transportation Development Act (TDA) authorizes designated Transportation Planning Agencies (TPA) such as VCTC to claim money from the Local Transportation Fund (LTF), State Transit Assistance (STA) and State of Good Repair (SGR) accounts for a variety of specified purposes. These include VCTC planning, programming, administration, and passenger rail expenditures as well as funding for transit projects including Metrolink and Bus operations and other related expenditures.

In accordance with State regulations, the attached resolution authorizes staff to claim LTF Article 3 for passenger rail services for Metrolink commuter rail operations; the LTF authorized amounts for planning, programming and administration, the STA and the SGR money for transit and rail purposes as detailed in the Commission's Fiscal Year 2025/2026 budget.

**RESOLUTION NO. 2025-05**  
**RESOLUTION AUTHORIZING THE FILING OF A CLAIM FOR ALLOCATION OF TRANSPORTATION**  
**DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS**  
**AND STATE OF GOOD REPAIR FUNDS FOR FISCAL YEAR 2025/2026**

WHEREAS the Transportation Development Act (TDA) as amended (Public Utilities Section 99200 et seq.) provides for the allocation of funds from the Local Transportation Fund (LTF), State Transit Assistance (STA) and State of Good Repair (SGR) fund for use by eligible claimants for transportation purposes and,

WHEREAS pursuant to the provisions of the TDA as amended and pursuant to the applicable rules and regulations hereunder (California Code of Regulations, Title 21, Section 6600 et seq.) an authorizing resolution with its claim(s) with designated Transportation Planning Agency, the Ventura County Transportation Commission (VCTC); and,

WHEREAS the Ventura County Transportation Commission is the claimant of LTF, STA and SGR funds for Metrolink commuter rail as well as other rail, transit, planning, programming, and administration projects in Ventura County.

NOW, THEREFORE, THE VENTURA COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Executive Director is authorized to execute and file the appropriate claims pursuant to applicable rules and regulations, together with all necessary supporting documents, with the Ventura County Transportation Commission for an allocation of LTF, STA, SGR funds in Fiscal Year 2025/2026.

Section 2. The authorized claims shall include LTF Article 3 funds and all necessary STA and SGR funds for Fiscal Year 2025/2026 expenditures for Metrolink commuter rail costs, other related local rail and transit costs and Santa Paula Branch Line expenditures.

Section 3. The authorized claims shall include the designated amounts for VCTC planning and administrative purposes.

Section 4. The Ventura County Transportation Commission finds all of the following pursuant to the California Code of Regulations, Title 21, Section 6754:

- The proposed expenditures are in conformity with the Regional Transportation Plan;
- The level of passenger fares and charges is sufficient to enable the operator (where applicable) to meet the fare revenue requirements;
- The claimant is making full use of federal funds available under Title 49, Chapter 523 of the United States Code;
- The proposed allocations from LTF, STA and SGR do not exceed the amount the claimant is eligible to receive during the fiscal year;
- Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increases in the cost of fuel, to enhance public transportation services, and to meet high priority regional, Countywide, or area-wide public transportation needs;

- The operation(s) where applicable is(are) in compliance with the eligibility requirements of Public Utilities Code Section 99314.6;
- The operator(s) where applicable has(have) made a reasonable effort to implement any recommended operator productivity improvements;
- The operator(s) where applicable is(are) not precluded from employing part-time workers.

PASSED AND ADOPTED on this 6<sup>th</sup> day of June 2025 by VCTC action.

\_\_\_\_\_  
Mike Judge, Chair

ATTEST:

APPROVED TO FORM:

\_\_\_\_\_  
Roxanna Ibarra, Clerk of the Board

\_\_\_\_\_  
Steve Mattas, General Counsel



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Item #9D

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: THAO LE, ACCOUNTING PROGRAM MANAGER  
LUPE ACERO, FINANCE DIRECTOR**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)  
LOCAL TRANSPORTATION FUND (LTF)  
FINAL APPORTIONMENT FOR FISCAL YEAR 2025/2026**

**RECOMMENDATION:**

- Approve the Local Transportation Fund Final Apportionment for Fiscal Year 2025/2026, apportioning \$51.8 million as shown in Attachment A.

**BACKGROUND:**

Each year the Ventura County Transportation Commission (VCTC) is responsible for apportioning the quarter cent statewide sales tax funds that accrue to Ventura County under the State Transportation Development Act (TDA) Local Transportation Fund (LTF). Current eligible uses of LTF revenues include funds for VCTC administration (amount determined by the Commission), County administration fees, VCTC planning activities (capped at 2% of revenues), bicycle and pedestrian projects (capped at 2% after administrative and planning costs are deducted), rail passenger service operations/capital improvements with the remainder going to fund transit and if all transit needs are met, to street and road projects in cities with populations under 100,000 if eligible. The City of Thousand Oaks is exempt from the 100,000-population rule and is eligible to spend funds on Article 4 or 8 per Senate Bill (SB) 848 June 2018.

The County Auditor-Controller works with staff to determine the projected LTF sales tax revenue for the upcoming fiscal year. In developing the LTF apportionment, the current year is also evaluated to determine if the LTF revenue projection needs to be adjusted, and if so, either up or down depending on the direction of sales tax receipts. VCTC staff reviews the information to decide whether to revise the current apportionment or whether to incorporate the adjustment into the upcoming fiscal year. The beginning fund balance is estimated at this time based on projections. Then the apportionment is prepared according to LTF regulations and submitted to the Commission for approval. A draft apportionment is submitted to the Commission in February and a final apportionment is submitted in June for the upcoming fiscal year. The apportionment is allocated throughout the fiscal year after the local agency files a claim and sales tax receipts are received.

In recognition of the volatility of sales tax revenue, the VCTC adopted two policies to help smooth out the year-to-year flow of funds to LTF recipients. In 2011, the VCTC adopted a policy to maintain a reserve of approximately 10% of funds apportioned for Articles 4 (public

transportation) and 8 (other allocations, currently transit and local streets and roads). Should LTF revenues received be lower than estimated, VCTC would be able to draw from the contingency reserve to keep local jurisdictions whole for the fiscal year and to smooth out sales tax fluctuations. The second policy, adopted by VCTC in 2013, established a funding policy to support Rail Passenger Service/Commuter Rail (Metrolink). The policy requires that each time there is an increase in estimated LTF sales tax receipts, the increase will be allocated one-third to Rail Passenger Service/Commuter Rail and two-thirds to bus transit.

## **DISCUSSION:**

This year while working through the LTF projection process with the County Auditor-Controller, it was found that the revenues for the current fiscal year were exceeding the initial projections. The County is now projecting that the current fiscal year's LTF revenue will increase by \$.9 million to \$49.2 million. The County Auditor-Controller also estimates that Fiscal Year 2025/2026 Local Transportation Fund sales tax receipts will be at \$49.2 million (see attachment B). In the County Auditor-Controller's projection, the Auditor-Controller cautioned that "Projections are very uncertain given the current economic climate."

The beginning balance for Fiscal Year 2025/2026 is estimated to be \$6.5 million comprised of \$.9 million estimated additional receipts and \$0.4 million interest for the current fiscal year (2024/2025), an additional \$1.36 million in actual receipts from Fiscal Year 2023/2024, and the unused budgeted contingency reserve of \$3.87 million in the current fiscal year's apportionment.

The LTF revenues projection for Fiscal Year 2025/2026 of \$49.2 million, plus the \$6.5 million beginning fund balance less the \$3.87 million contingency reserve results in a LTF apportionment for Fiscal Year 2024/2025 at \$51.8 million, \$.5 million lower than the previous apportionment for Fiscal Year 2024/2025. The Fiscal Year 2025/2026 apportionment shown in Attachment A follows LTF guidelines and past practices and includes the following:

- Article 3 funds in the amount of \$12,164,476 for VCTC activities as follows:
  - Metrolink commuter rail funds in the amount of \$9,113,676 which is \$299,970 higher than last fiscal year. The increase follows the Commission's policy which designates that one-third of the change in estimated LTF sales tax receipts is allocated to passenger rail.
  - Planning funds (2% formula) in the amount of \$1,036,600 which is \$11,400 lower than last fiscal year. These funds are for planning activities which include Regional Transportation Planning, Regional Transit Planning, and Transportation Programming.
  - Administrative funds in the amount of \$2,014,200 which is \$514,200 higher than last fiscal year. These activities include ADA and Senior projects, Regional Transit Technology, Grant Administration, Regional Transit Information Center, TDA Administration, Transportation Programming as well as supporting the VCTC's administrative and management functions.
- Article 3 Administrative funds in the amount of \$18,700 which is \$4,200 higher than last fiscal year. These funds pay for the County Auditor-Controller's administrative costs.
- Article 3 Bicycle and Pedestrian funds (2% formula) in the amount of \$975,210 which is \$21,540 lower than last fiscal year. These funds are for local agency's bicycle and pedestrian projects.

- Articles 4 and 8 funds in the amount of \$38,671,614 which is \$1,355,430 lower than last fiscal year. These funds are for local agencies as allowed by TDA regulations. The funds are apportioned to each local agency based on population estimates for the cities and county from the Department of Finance that were released in April 2025.

Staff's recommendation is to approve the Final Local Transportation Fund Apportionment for Fiscal Year 2025/2026, apportioning a total of \$51.8 million as shown in Attachment A.

**Attachment A**  
**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**TDA FINAL LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2025/2026**

	Final FY 2025/2026	Final FY 2024/2025	Change vs. FY FY 2024/2025	Draft FY 2025/2026
Estimated Unapportioned Cash Balance	6,500,000	8,100,000	-1,600,000	6,500,000
Contingency Reserve	-3,870,000	-4,000,000	130,000	-3,920,000
Estimated Annual LTF Receipts	49,200,000	48,300,000	900,000	49,200,000
Total Funds Available	51,830,000	52,400,000	-570,000	51,780,000
Auditor's Administration	18,700	14,500	4,200	18,700
VCTC Administration	2,014,200	1,500,000	514,200	1,500,000
VCTC Planning and Programming	1,036,600	1,048,000	-11,400	1,035,600
Subtotal	48,760,500	49,837,500	-1,077,000	49,225,700
Article 3 Pedestrian and Bicycle Facilities	975,210	996,750	-21,540	984,514
Subtotal	47,785,290	48,840,750	-1,055,460	48,241,186
Article 3 Rail Passenger Service Operations/Capital	9,113,676	8,813,706	299,970	9,113,676
Total to be Apportioned	38,671,614	40,027,044	-1,355,430	39,127,510
<b>Article 4 and Article 8 by Agency</b>				
	<b>Population</b>	<b>Pop %</b>	<b>FY 2024/2025</b>	
Camarillo	68,927	8.31%	3,215,322	3,353,017
Fillmore	17,035	2.05%	794,653	828,902
Moorpark	34,754	4.19%	1,621,212	1,705,999
Santa Paula	31,658	3.82%	1,476,790	1,523,370
Simi Valley	124,815	15.06%	5,822,399	6,025,898
Thousand Oaks	122,468	14.77%	5,712,915	5,958,559
<b>Gold Coast Transit District:</b>				
Ojai	7,559	0.91%	352,614	365,988
Oxnard	198,733	23.97%	9,270,542	9,597,205
Port Hueneme	20,838	2.51%	972,056	1,016,195
San Buenaventura	108,985	13.15%	5,083,957	5,226,195
Ventura County - Unincorporated	93,233	11.25%	4,349,154	4,425,716
Total	829,005	100.00%	38,671,614	40,027,044
				-1,355,430
				39,127,510

## Attachment B

**JEFFERY S. BURGH**  
**AUDITOR-CONTROLLER**

COUNTY OF VENTURA  
800 SOUTH VICTORIA AVE.  
VENTURA, CA 93009-1540



**ASSISTANT**  
**AUDITOR-CONTROLLER**  
MICHELLE YAMAGUCHI

**CHIEF DEPUTIES**  
BARBARA BEATTY  
JASON McGUIRE  
KATHLEEN O'KEEFE  
RICHARD WHOBREY

January 10, 2025

Mr. Martin Erickson, Executive Director  
Ventura County Transportation Commission  
751 E. Daily Drive, Suite 420  
Camarillo, CA 93010

**SUBJECT: LOCAL TRANSPORTATION FUND FY 2025-26 ESTIMATES AND FY 2024-25 REVISED ESTIMATES**

Dear Mr. Erickson:

The Auditor-Controller's conservative estimate of the Local Transportation Fund (LTF) revenues for fiscal year 2025-26 is \$49.2 million. As you are aware, projections are very uncertain given the current economic climate. As always, it would be prudent to budget a contingency account to be allocated midyear if projections remain strong.

For fiscal year 2024-25 we projected \$48.3 million in revenue. This estimate is currently revised to \$49.2 million. In addition, based on the allocation schedule provided by your office, we estimate that approximately \$425,260 in interest will be earned by the fund during fiscal year 2024-25, of which \$204,086 will be available for allocation in the subsequent fiscal year.

Based on revised fiscal 2024-25 revenue estimates stated above, we project a LTF fund balance at June 30, 2025 of approximately \$6,552,186 (see Attachment I).

The Auditor-Controller's estimated LTF administrative costs for fiscal year 2024-25 are \$18,700.

We will continue to monitor growth trends and will notify you in the event of a significant change in projected revenues.

If you have any questions, please contact Erica Nakamura at (805) 654-3193.

Sincerely,

JEFFERY S. BURGH  
Auditor-Controller

## ATTACHMENT 1

COUNTY OF VENTURA  
AUDITOR-CONTROLLER  
LOCAL TRANSPORTATION FUND  
PROJECTED ACTIVITY AND FUND BALANCE  
AS OF JUNE 30, 2025

<b>Audited Fund Balance as of June 30, 2024</b>	\$ 9,370,843	
Reversal of FY24 Fair Value adjustment	<u>(28,284)</u>	
<b>Subtotal:</b>		<b>9,342,559</b>
<b><u>ADD:</u></b>		
FY 24-25 Actual LTF Receipts as of December 31, 2024	\$ 25,734,506	
Projected LTF receipts for remainder of FY 24-25	<u>23,449,862</u>	
<b>Subtotal: (A)</b>		<b>49,184,367</b>
FY 24-25 interest earnings apportioned as of December 31,	\$ 87,976	
Projected interest earnings for the remainder of FY 24-25	<u>337,283</u>	
Total Interest (B)		<u>425,260</u>
<b>Funding Available</b>		<b>\$ 58,952,186</b>
<b><u>LESS:</u></b>		
FY 24-25 allocations as of December 31, 2024	\$ 22,581,964	
Projected allocations for the remainder of FY 24-25(C)	<u>29,818,036</u>	
<b>Subtotal:</b>		<b><u>52,400,000</u></b>
<b>Projected Fund Balance as of June 30, 2025</b>		<b>\$ <u>6,552,186</u></b>

(A) FY 24-25 projected LTF receipts are based on FY24-25 actual receipts through December 31, 2024.

(B) Based on actual first quarter earnings and projected second, third, and fourth quarter earnings.  
Third and fourth quarter earnings are expected to be deposited into the fund in the subsequent year  
\$ 204,086 Total projected to be deposited in subsequent year

(C) Based on VCTC FY 24-25 Transportation Development Act (TDA) allocations adopted on June 3, 2024.



Item #9E

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: AMENDMENTS TO COOPERATIVE AGREEMENT WITH CALTRANS AND CONSULTANT CONTRACT WITH WSP USA, INC. FOR THE US 101 HIGH OCCUPANCY VEHICLE / EXPRESS BUS LANE PROJECT APPROVAL / ENVIRONMENTAL DOCUMENT (PAED) PHASE**

**RECOMMENDATION:**

- *Authorize the Executive Director to finalize and execute an amendment to the consultant services contract with WSP USA, Inc. for the US 101 Improvements PAED phase to (1) increase the contract maximum by \$1,999,430, from \$15,195,162 to \$17,194,592, with the cost increase funded from federal Surface Transportation Block Grant (STBG) funds, and (2) extend the contract period end date to December 31, 2026.*
- *Authorize the Executive Director to finalize and execute an amendment to the Cooperative Agreement with Caltrans for the US 101 Improvement project PAED phase. This amendment will (1) at Caltrans' recommendation, remove the \$2,242,579 committed for Caltrans project oversight, (2) add the \$1,999,430 for increased consultant cost, and (3) add \$328,000 for VCTC project management cost as approved by the Commission in April 2020.*

**BACKGROUND:**

In 2013, the Commission completed the first Ventura County Comprehensive Transportation Plan (CTP), which identified US 101 as a priority for improvement. The CTP included the need for capacity enhancements and/or operational improvements to US 101, and its importance to local commerce and freight movement. Additionally, through nearly every public participation activity during the development of the CTP, community members identified connectivity between cities, communities, and important destinations as being high priority.

Efforts then began on the US 101 Improvement Project, leading to completion by Caltrans staff of the Project Study Report – Project Development Support (PSR-PDS) in December 2013. The PSR-PDS determined the initial purpose and need for the project, including identifying corridor deficiencies, corridor and system coordination, conceptual cost estimates and the initial four alternatives that would meet the established purpose and need. Then in December 2015, the Commission approved a Cooperative Agreement with Caltrans whereby VCTC would manage a consultant to perform the engineering and environmental work associated with the US 101 High Occupancy Vehicle (HOV) Lane project, PAED phase, with Caltrans providing oversight. The Cooperative Agreement provided that VCTC would use federal funds programmed for the project to pay for the consultant, VCTC staff project management, and to reimburse Caltrans for oversight. In Spring 2018, the Commission entered into an agreement with WSP USA Inc. to perform the work with a not-to-exceed amount of \$15,195,162. The original contract with WSP envisioned that this work would be completed by June 1, 2023. At the April 2020 meeting, the Commission also approved a total of federal \$340,000 in Surface Transportation Block Grant (STBG) funds for VCTC staff project management costs for the US 101 PAED effort.

As this project has moved forward, staff and the consultant team have made periodic presentations to the Commission on project status, with the most recent presentation in May 2025. As described at the meeting, although significant delays have occurred, the project is very close to circulation of the Draft Environmental Document. Furthermore, as provided in the original project scope, WSP has completed a phasing analysis resulting in the selection of an Early Action initial phase at the May 2025 Commission meeting.

## **DISCUSSION:**

As has been discussed in the various Commission meeting presentations, significant issues have arisen over the years which have delayed this project's timeline. In particular, subsequent to the start of this project, Caltrans adopted guidelines for implementation of SB 743, the recent state law that requires use of vehicles miles traveled (VMT) as the metric for assessing a project's traffic-related impact. Compliance with these guidelines entailed significant additional consultant effort not foreseen in the original contract, as well as a significant additional review time on the part of Caltrans, thus delaying the timeline. Moreover, the WSP contract did not provide for additional requirements triggered in the event the analysis identified historic and cultural resources affected by the project. As the analysis has moved forward, the team has identified Camarillo Heritage Grove and several other locations that require extensive additional processes to document the impact for reviewing agencies. These larger issues as well as several smaller issues have resulted in additional costs for the consultant which were beyond the scope of the original contract.

VCTC and WSP staff have concluded negotiations regarding the responsibility for the additional costs and have agreed to an additional VCTC cost of \$1,999,430 required to complete the PAED phase. VCTC staff believe that this amount, representing an increase of approximately 13% over the original contract amount, is reasonable given this project's size and complexity. The components of the cost increase are summarized as follows:

<u>Cost Increase Category</u>	<u>Amount</u>
Added work due to new Caltrans Vehicle Miles Traveled (VMT) analysis requirements	\$ 68,303
Added work due to identification of historical / cultural resources	597,928
Added work due to unanticipated large number (11) of Area of Potential Effect (APE) Map reviews / revisions	177,321
Other new environmental requirements since project initiation	215,031
General cost of 3½-year schedule delay due to added VMT and historical / cultural analysis	940,847
<b>TOTAL</b>	<b>\$1,999,430</b>

Although these additional costs generally pertain to State decisions and requirements, as provided in the project's Cooperative Agreement between VCTC and Caltrans, VCTC must absorb project development costs due to Caltrans requirements, including changes. For the item pertaining to multiple APE Map review cycles, the total cost to WSP was \$346,785, with WSP agreeing to absorb \$169,464 of this cost in recognition of its team's responsibility to prepare adequate Caltrans responses. VCTC staff believes it is



reasonable for VCTC to pay the remaining \$177,321 given numerous instances in which Caltrans raised issues which had not been raised in its prior reviews. Based on the information obtained through the negotiation process, staff believe that the recommended WSP contract cost increase is justified.

With regard to the Cooperative Agreement between VCTC and Caltrans, the original agreement provided for up to \$2,242,579 to be paid to Caltrans for project oversight. Although Caltrans has been providing this oversight since the project's inception and has likely incurred costs far in excess of the \$2.24 million, Caltrans has never invoiced VCTC for this work and has now indicated willingness to absorb the oversight cost in recognition of the project's potential benefit to the state highway system. Therefore, it is recommended that the Commission authorize the Executive Director to finalize and execute an amendment to the Cooperative Agreement with Caltrans that reallocates most of the \$2,242,579 previously committed to Caltrans, to cover the \$1,999,430 WSP cost increase. The reallocation of these funds for Caltrans oversight, along with the project contingency, will cover a portion of the \$1,999,430 WSP contract increase. Although the Caltrans funding reduction is larger than the WSP contract cost increase, the overall Cooperative Agreement amount will increase by \$84,851, since it will also incorporate the \$340,000 in STBG funds previously approved by the Commission in 2020 for VCTC staff project management costs.



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Item #9F

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: GEISKA VELASQUEZ, PROGRAM MANAGER**  
**SUBJECT: REVISED DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**

**RECOMMENDATION:**

- Approve the revised Disadvantaged Business Enterprise (DBE) Program (Attachment A).

**BACKGROUND:**

VCTC, as a recipient of Federal Transit Administration (FTA) funding, is required to administer a DBE Program for FTA-funded contracts. FTA has recently provided updated guidance for the required components of the published DBE program and required all recipients to adopt a new program incorporating these requirements, as described below.

**DISCUSSION:**

Staff recommends the Commission adopt the revised Program (Attachment A), which contains the following changes based on FTA's revised requirements. All of these changes appear to be minor in nature.

**OBJECTIVES / POLICY STATEMENT (Section 26.1, 26.23)**

- Page 3: added Item 6 to match the language update to 49 Code of Federal Regulations (CFR) Part 26 §26.1(f) as amended April 9, 2024.

**SUBPART A – GENERAL REQUIREMENTS**

- 2. Applicability (Section 26.3), page 4: Updated the section to reflect the latest updates to §26.3 as amended April 9, 2024.
- 3. Definitions (Section 26.5), pages 4 – 5: Updated the section to reflect the current definitions provided in §26.5 as amended April 9, 2024.
- 4. Non-Discrimination Requirements (Section 27.6), page 5: added item “b” to be consistent with §26.7(b).
- 5. Record Keeping Requirements (Section 26.11), page 6: Updated the section to be consistent with §26.11(c), (c)(2) (i) – (vii), and with §26.11(C)(3) as amended on April 9, 2024.

- 6. Federal Financial Assistance Agreement Assurance (Section 26.13), pages 6 – 7: replaced “The recipient” with “VCTC” in three locations. Added items 1 – 4 under Contract Assurance to be consistent with §26.13(b)(1), (b)(2), (b)(3), and (b)(4).

#### SUBPART B – ADMINISTRATIVE REQUIREMENTS

- 1. DBE Program Updates (Section 26.21), page 8: added VCTC “is a Tier I recipient and...” to the first sentence.
- 3. DBE Liaison Officer (Section 26.25), page 9: Replaced “Peter De Haan” with “The VCTC Programming Director”.
- 4. DBE Financial Institutions (Section 26.27), page 9: Updated the list of minority-owned financial institutions located in Ventura and Los Angeles counties.
- 5. Prompt Payment Provisions (Section 26.29), pages 9 – 10: Reduced the number of days a prime contractor or subcontractor must pay a subcontractor after receipt of each progress payment from 10 to 7 days to be consistent with Section 7108.5. (a) of the California Business and Professions Code as amended.
- 6. DBE Directory (Section 26.31), page 10: Made minor language changes to be consistent with §26.31.
- 8. Business Development and Mentor-Protégé Programs (Section 26.35), page 11: Made minor change to third sentence to be consistent with §26.35.
- 9. Small Business Participation (Section 26.39), page 11: added five common industries to the list of Industry Groups with the numerical size standard that not to exceed for its industry.
- 10. Monitoring and Enforcement Mechanisms (Section 26.37), page 13: Updated item 3 to be consistent with §26.37(c)(1) & (c)(2).

#### SUBPART C – GOALS, GOOD FAITH EFFORTS, AND COUNTING

- 2. Overall Goals and Methodology (Section 26.45), page 15: Made minor changes for clarification consistent with §26.45.
- 5. Race Neutral Means (Section 26.51), page 17: Updated language (third sentence; added fourth sentence; and modified item a) to be consistent with §26.51.
- 6. Transit Vehicle Manufacturers (TVM) Goals (Section 26.49), page 18: Replaced “in lieu of the TVM complying with this element of the Program” to “from specialized manufacturers when a TVM cannot be identified” from the second sentence that begins: “Alternatively, VCTC may, at its discretion and with FTA approval, establish project-specific goals for DBE participation in the procurement of transit vehicles...”.
- 7. Breakout of Estimated Race-Neutral & Race-Conscious Participation (Section 26.51(a-c)), page 18: Updated the information to reflect the current VCTC Race-Neutral & Race-Conscious goals for FFYs 2025 -2027.
- 8. Contract Goals (Section 26.51(d-g)), page 18: Added the following last sentence consistent with §26.51: “In any year in which VCTC projects meeting part of the through race-neutral means and the remainder through contract goals, VCTC will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.”
- 9. Good Faith Efforts in Contract Provisions, Information to be Submitted (Section 26.53(b)), page 19: Modified items a. – f. to be consistent with §26.53(b) as amended.

Attachment 1 – Organizational Chart: Replaced the previous VCTC Org. chart with the current chart from the VCTC Budget.

Public notice for this revised program was published on May 8, 2025, in the Ventura County Star and Vida Newspaper, as well as on the VCTC website.



Item #9G

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: CONSTRUCTION MANAGEMENT SERVICES (CMS) AGREEMENT - CAMARILLO  
TRAIN STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENT  
PROJECT**

**RECOMMENDATION:**

- Authorize the Executive Director to negotiate all remaining terms and execute an agreement with Jacobs Project Management Company for Construction Management Services (CMS) for the Camarillo Train Station Americans with Disabilities Act (ADA) Improvement Project in an amount not-to-exceed \$553,024.

**BACKGROUND:**

VCTC is currently underway with the Camarillo Station ADA Improvement Project. Staff is seeking the Commission's approval to authorize the Executive Director to negotiate and execute an agreement for CMS needed to support the delivery of the Camarillo Station ADA Improvement Project.

In May 2018, the United States Attorney's Office for the Central District of California ("USAO") conducted an ADA compliance review at the Camarillo Rail Station. The ADA requires that all existing intercity rail stations be accessible to and useable by individuals with disabilities, including individuals who use wheelchairs. Upon completion of its review of available information, the DOJ concluded that VCTC was not in compliance with ADA requirements.

In 2021, VCTC entered into an agreement with the US Department of Justice (DOJ) pursuant to which certain improvements need to be made to the Camarillo Station. Per the agreement between the DOJ and VCTC, all improvements must be completed by March 15, 2027. Improvements identified include:

- Increasing accessibility on routes to/from the public right-of-way, public transit, accessible parking, and the passenger loading zone due to gaps
- Remedying abrupt elevation changes and improper slopes
- Adding detectable warnings at pedestrian/vehicular transition areas, and curb ramps, and
- Improving signage to be ADA-compliant

As the first step in this effort, VCTC hired an Independent Licensed Architect (ILA) to prepare an evaluate ADA compliance at the Camarillo Transit Station. The ILA's report identified necessary improvements that VCTC need to implement to be compliant with federal law. The project is now in the design phase, with design drawings underway for planned upgrades. VCTC continues coordinating with stakeholders—

including Union Pacific Railroad (UPRR), LOSSAN, Metrolink, City of Camarillo, and California Department of Transportation (Caltrans)—on the 100% design phase. UPRR has completed its design review, and VCTC expects to receive a Right-of-Entry (ROE) permit in early June to proceed with the procurement of a construction contractor. The ROE permit will allow VCTC to take an item to receive approval for project funding from the California Transportation Commission (CTC) in August 2025. An invitation for construction bids is anticipated to be issued to interested contracting firms in Fall 2025.

As the project progresses through pre-construction activities, a CMS Contractor is needed for pre-construction services and construction management support services. CMS will be needed to support advanced preliminary engineering, final design, pre-construction activities with the Construction Contractor, labor compliance monitoring, administration of construction contracts, and contract close-out during the delivery of the Camarillo Station ADA Improvement Project.

### **DISCUSSION:**

Outside CMS are needed to properly manage and oversee the construction of ADA improvements at the Camarillo Train Station. The construction management scope of work requires a diversity of expertise and the ability to respond to and/or resolve specialized contract issues. The proposed approach would have a CMS firm on board to assist VCTC with the review of the 100% Design Plan, Invitation for Bids, and assist in the Construction Contractor selection process.

VCTC staff will leverage the Los Angeles – San Diego – San Luis Obispo (LOSSAN Rail Corridor Agency) Construction Management agreement which will reduce time and costs related to issuing a full procurement for CMS. VCTC's procurement policies permit VCTC to obtain contractual rights to purchase goods and services utilizing pricing competitively procured by LOSSAN. The agreement will be established as a Not-to-Exceed agreement for the provision of services as described in Attachment A and its accompanying attachments/exhibits. The price of this contract is \$553,024, which shall include compensation for all work and deliverables contained in this agreement and associated scope of work.

### **FISCAL IMPACT:**

Funds for this agreement are included in the Fiscal Year 2025-2026 budget, when expenditures are expected to begin.

### **ATTACHMENTS**

Attachment A – Construction Management Services Agreement for the Camarillo Station ADA Improvement Project



Item #9H

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: PURCHASE OF BUS STOP AMENITIES – COUNTYWIDE TRANSIT STOPS  
AND STATIONS NEEDS ASSESSMENT AND INFRASTRUCTURE  
IMPROVEMENTS PROJECT**

**RECOMMENDATION:**

- Approve the purchase of bus stop amenities from Tolar Manufacturing Company as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$134,915.14 for said purchase.

**BACKGROUND**

On July 6, 2023, the Southern California Association of Governments (SCAG) awarded the Ventura County Transportation Commission (VCTC) grant funding through the Regional Early Action Planning (REAP) 2.0 program. This program supports initiatives that promote infill housing development, reduce vehicle miles traveled, and advance equity and multimodal accessibility.

As part of this grant, VCTC received funding for the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements Project. The project is designed to enhance bus stop infrastructure throughout Ventura County, with the goal of improving first/last mile connectivity, increasing transit accessibility, and encouraging greater use of public transportation.

**DISCUSSION:**

VCTC staff intends to utilize REAP 2.0 funds to implement transit stop improvements across the County, with an emphasis on high-priority locations identified in coordination with local jurisdictions and transit operators. VCTC, Gold Coast Transit District (GCTD), and the City of Ventura are currently working together to procure and install bus shelters at select bus stops which were also procured using the same contract and vendor, Tolar Manufacturing. The improvements will include:

- ADA accessibility upgrades (e.g. curb ramps, sidewalks)
- Bus shelters and benches
- Bus pads
- Lighting enhancements
- Real-time information displays
- Trash receptacles and wayfinding signage

Staff seeks authority to purchase thirteen (13) real-time signs for VCTC Intercity, Valley Express, and Moorpark City Transit bus stops for a total cost of \$134,915.14 as shown in the quote in Attachment A. These signs will improve the rider experience, increase perceived reliability, and enhance accessibility at the 13 stops where they will be installed. The anticipated delivery timeframe of the signs is early-mid October 2025 and will be installed shortly after.

To streamline procurement and ensure cost-effectiveness, VCTC will leverage the California Association for Coordinated Transportation (CALACT)-Morongo Basin Transit Authority (MBTA) cooperative purchasing contract for this purchase. This contract allows public agencies to purchase pre-competed goods and services, such as bus stop amenities, from approved vendors, such as Tolar Manufacturing Company under established terms and pricing. VCTC staff are coordinating with other jurisdictions and transit operators to install amenities and make improvements to bus stops referenced above.

In addition to the infrastructure improvements, staff are advancing two complementary activities under the same project scope:

1. **Countywide Bus Stop Inventory and Assessment** – A comprehensive evaluation of existing bus stop infrastructure to identify deficiencies and guide future improvements. This activity is currently in the procurement phase with a targeted start in July/August 2025.
2. **Deployment of an Open Loop Payment System** – A modern fare payment solution that enables passengers to pay using contactless debit/credit cards and digital wallets (e.g. Apple Pay and Google Pay), enhancing convenience and reducing boarding times. This activity is currently anticipated to be completed in early Spring 2026.

Together, these investments will improve the safety, accessibility, and overall experience of transit across the county while supporting VCTC's mission to create a more connected, resilient, equitable, and user-friendly transportation system.

#### **FISCAL IMPACT:**

This purchase is fully funded by the SCAG REAP 2.0 program and is budgeted in the Fiscal Year 2025-2026 budget, when expenditures are expected to occur.

#### **ATTACHMENTS**

Attachment A – Quote for Goods

Attachment B – Assignment Letter to Purchase Agreement



June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING (MOU) AMENDMENT WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)**

**RECOMMENDATION:**

- Authorize the Executive Director to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for legal efforts required for the Simi Valley Double Track Project, including a loan of up to \$746,000 of STA funds.
- Amend the FY2024-2025 VCTC Metrolink budget by adding \$1,546,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$1,546,000.

**BACKGROUND:**

VCTC and the Southern California Regional Rail Authority (SCRRA/Metrolink) entered into a Memorandum of understanding (MOU) on December 4, 2020 for Metrolink's Southern California Optimized Rail Expansion (SCORE) Simi Valley Double Track and Platform Project. The SCORE Simi Valley Double Track Project will install 2.15 miles of a second track immediately adjacent to the existing track, install a new platform with pedestrian underpass at the existing Simi Valley Station, and upgrade the existing five (5) grade crossings within the project limits to current Metrolink standards.

SCRRA is the lead agency for the Project and has allocated Transit and Intercity Rail Capital Program (TIRCP) funding directly from the California Transportation Commission. VCTC has and will continue to provide support services to SCRRA to deliver the project. The Project is a part of the SCORE program that will enable more frequent service across the Metrolink system.

VCTC's legal costs have increased over the past year due to legal efforts to support right-of-way (ROW) acquisitions and utility relocations. This has required additional legal support and coordination with property owners and the freight railroad that owns select ROW within the project limits.

**DISCUSSION:**

This budget amendment will amend \$1,546,000 in TIRCP funding to fund the settlement related to a property acquisition, as well as compensate for legal costs for that case and remaining ROW and utility issues, as allowable by the MOU. Additionally, the updated MOU allows for a loan of up to \$746,000 of STA funds. This is necessary as SCRRA only has \$1,290,000 currently available and an additional \$1,846,000 is needed to settle the case and pay for legal expenditures. SCRRA must do an allocation request to the California Transportation Commission (CTC) for the remaining \$746,000, at which time VCTC will be reimbursed. There is enough money in the Metrolink budget that would otherwise be carryover to allow for this loan.

Amending the existing Memorandum is necessary to complete the settlement and will ensure that there are sufficient funds to pay for legal support, which will help mitigate future risks to the project's schedule, budget, and implementation. The legal costs related to this item are reimbursable which means that SCRRA will reimburse VCTC for legal costs that VCTC incurs as part of these project activities.

**ATTACHMENTS**

Attachment A – VCTC-SCRRA Simi Valley Double Track MOU Amendment No. 5

## **AMENDMENT No. 5 TO THE MEMORANDUM OF UNDERSTANDING**

This Amendment No. 5 (this "AMENDMENT") to the Memorandum of Understanding dated December 4, 2020 (the "AGREEMENT") is executed and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the Ventura County Transportation Commission (VCTC) and the Southern California Regional Rail Authority (SCRRA), which may be referred to individually as "PARTY" or collectively as "PARTIES".

### **RECITALS**

WHEREAS, on December 4, 2020, VCTC and SCRRA entered into the AGREEMENT for the SCRRA Simi Valley Double Track and Station Improvement Project (the "PROJECT").

WHEREAS, on October 27, 2023, the PARTIES entered into that FIRST AMENDMENT to the AGREEMENT to amend the length of the TERM; and

WHEREAS, on April 10, 2024, the PARTIES entered into that SECOND AMENDMENT to the AGREEMENT to increase the amount of reimbursement to VCTC for performance of the SERVICES by \$579,000 from \$125,000 to \$704,000; and

WHEREAS, on September 13, 2024, the PARTIES entered into that THIRD AMENDMENT to the AGREEMENT to increase the amount of reimbursement to VCTC for performance of the SERVICES by \$125,000 from \$704,000 to \$829,000; and

WHEREAS, on April 4, 2025, the PARTIES entered into that FOURTH AMENDMENT to the AGREEMENT to increase the amount of reimbursement to VCTC for performance of the SERVICES by \$300,000 from \$829,000 to \$1,129,000; and

WHEREAS, now the PARTIES wish to enter into this FIFTH AMENDMENT to further increase the amount of reimbursement to VCTC for performance of the SERVICES by \$1,546,000 to provide for settlement activities pertaining to Delaware HVG property acquisition legal proceedings and negotiations with Union Pacific Railroad (UPRR) regarding fiber optic cable relocation efforts, which increases the not-to-exceed amount under the AGREEMENT to \$2,675,000.

WHEREAS, all Recitals of the AGREEMENT remain valid under this AMENDMENT.

### **AGREEMENT**

In consideration of the promises and mutual covenants herein contained, VCTC and SCRRA hereby agree as follows:

1. All Recitals of the AGREEMENT remain valid under this AMENDMENT, and additional Recitals contained within this AMENDMENT are hereby incorporated into the AGREEMENT.

2. Section I.F of the AGREEMENT is hereby amended by deleting it in its entirety and replacing it with the following: "VCTC will provide funds up to a maximum of seven hundred and

forty-six thousand dollars (\$746,000) as a reimbursable advance to SCRRA in furtherance of the SERVICES. SCRRA will reimburse VCTC a total not-to-exceed amount of two million, six hundred and seventy-five thousand dollars (\$2,675,000) for all work performed for the SERVICES;

3. ATTACHMENT A of the AGREEMENT is hereby amended by deleting it in its entirety and replacing it with ATTACHMENT A (Amendment No. 5);

4. Except as expressly amended hereby, the AGREEMENT remains in full force and effect as originally executed. All rights and obligations of the PARTIES under the AGREEMENT that are not expressly amended by this AMENDMENT shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No. 5 to the AGREEMENT to be executed by their duly authorized representatives as of the dates indicated below:

**SOUTHERN CALIFORNIA REGIONAL RAIL  
AUTHORITY**

By: \_\_\_\_\_

Darren M. Kettle  
Chief Executive Officer

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

Don O. Del Rio  
General Counsel

Date: \_\_\_\_\_

**VENTURA COUNTY TRANSPORTATION  
COMMISSION**

By: \_\_\_\_\_

Martin Erickson  
Executive Director

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_

Steven T. Mattas  
General Counsel

Date: \_\_\_\_\_

**ATTACHMENT A (Amendment No. 5)**

**SCOPE OF SERVICES**

**(Cost Estimate to be provided by VCTC)**

VCTC will provide all necessary support services for the PROJECT as noted below:

1. Assist SCRRA with utility encasements of water, storm drain, and sewer.
2. Assist SCRRA with utility relocations.
3. Assist SCRRA with public notices and public outreach.
4. Assist SCRRA with Right-of-Way acquisition and temporary and permanent easements at grade crossings, which would entail activities such as reviewing and approving the Just Compensation Memo and the Sale Agreement and seeking VCTC Legal Counsel services and obtaining VCTC Board approvals that are necessary for VCTC to provide such assistance to SCRRA as described here, if required.
5. Assist SCRRA with entering into agreements for any services with the consultants and/or contractors.
6. Submit to SCRRA quarterly progress reports, including up-to-date cost expenditures.

<b>Item</b>	<b>Total Cost</b>
Public Outreach Support	\$25,000.00
Utility Encasement and Relocation Support	\$40,000.00
Right-of-Way/Easement Acquisition Support	\$619,000.00
Legal Support	\$345,000.00
Legal Support – Condemnation (Amendment No. 4)	\$200,000.00
Legal Support – Condemnation (Amendment No. 5)	\$1,446,000.00
<b>Total Estimated Cost</b>	<b>\$2,675,000.00</b>



Item #9J

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**Federal Issues**

In November 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), a transportation funding bill that increased federal investment in infrastructure in the United States. The IIJA increased funding for roads and bridges, rail programs and road safety initiatives. In addition, the bill contained formula funding increases for transit. As of January 2025, more than \$53 billion in formula and discretionary funds had been announced for California through the legislation.

The IIJA is scheduled to expire in 2026. Congress already has begun work on a transportation funding reauthorization bill, and members have invited stakeholders to submit priorities and bill language to be considered for inclusion. VCTC has submitted the following priorities to Ventura County's congressional delegation:

1. Fully fund transportation at the authorization levels that are consistent with the Infrastructure Investment and Jobs Act (IIJA).
2. Provide flexibility in the use of funding for public transit, including for transit operations, while protecting local control.
3. Preserve existing programs such as the Safe Streets and Roads for All Grant Program that seek to improve safety for all road users, including motorists, bicyclists and pedestrians.

4. Support improvements to infrastructure and connectivity along nationally significant highway and rail corridors to enhance freight mobility from the nation's ports.
5. Preserve and protect grant funding to support electric vehicle infrastructure and hydrogen fueling development, including the National Electric Vehicle Infrastructure Program and Charging and Fueling Infrastructure Program.
6. Support policies and programs that provide emergency relief to ensure local transportation agencies receive financial assistance during and after catastrophic events such as wildfires and landslides.
7. Reinstate the suballocation apportionments process to county transportation commissions to ensure federal formula funds, such as those from the Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program, are proportionally distributed.
8. Support a proposal for a new program for Medium-sized Transit Intensive Cities (MTIC) in the Section 5307 Urbanized Area Formula Grants program. Modeled on the Small Transit Intensive Cities (STIC) formula, this would reward and incentivize transit agencies in medium-sized UZAs for providing robust transit service and meeting performance metrics more in line with agencies in large UZAs.

The submitted priorities align with principles in VCTC's adopted federal legislative program, including working with appropriate parties to support long-term stable and sufficient funding for transportation, monitoring IIJA reauthorization and supporting efforts to expand surface transportation programs.

## **State Issues**

### **May budget revision**

Gov. Newsom released the revision of his budget proposal on May 14. Unlike the budget proposal released in January, which anticipated a modest surplus, the May revision forecasts a budget shortfall of about \$12 billion. Several factors have led to the reversal, including volatility in the stock market and increased expenditures in the state's Medi-Cal program. To address the shortfall, the governor is proposing a variety of spending reductions, delays, fund shifts, and withdrawals from the state's rainy-day fund.

The budget proposal also recommends changes to the state's cap-and-trade program. As the Commission was told in May, the governor and leaders of the state Senate and Assembly had announced that they would seek an extension of the cap-and-trade program this legislative year. The cap-and-trade program, which is scheduled to end in 2030, acts as a market-based compliance mechanism to reduce greenhouse-gas emissions. The state uses revenues generated by emissions-allowance auctions to fund programs to help achieve the state's climate goals. Cap-and-trade auction revenues fluctuate, but in recent years, auction revenues have raised from \$2 billion to \$5 billion per year, according to the Legislative Analyst's Office.

Among the initiatives funded by the program's Greenhouse Gas Reduction Fund (GGRF) are the Low-Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP). LCTOP funds support VCTC's free-fare programs, including Youth Ride Free, College Ride and free-fare days for all riders.



In his May budget plan, the governor proposes a restructuring of the cap-and-trade program, including changing the name to “cap-and-invest” and extending the program to 2045. Details of the proposed expenditure plan are limited but thus far would include:

- Providing at least \$1 billion annually for the state’s High Speed Rail Program. Under the current cap-and-trade expenditure plan, the High Speed Rail Program receives a continuous appropriation of 25 percent of auction revenues annually.
- Shifting \$1.54 billion from the state’s General Fund to the Greenhouse Gas Reduction Fund to support CAL FIRE fire prevention, fire control, and resource management activities on an ongoing basis.

The proposed “cap-and-invest” spending plan is silent on continuing funding for LCTOP and TIRCP beginning in Fiscal Year 2025-26. Under the current cap-and-trade program, LCTOP receives 5 percent of annual auction revenues, while TIRCP receives 10 percent. In Fiscal Year 2023-24, about \$200 million of GGRF funds were allocated to the LCTOP for programs statewide. The governor’s proposal also does not mention transit funding commitments made in the 2023 state budget, including Senate Bill 125 funding for operations and zero-emissions transit capital projects. The proposal says the administration intends to work with the Legislature to design an expenditure plan that invests the program’s proceeds in “transformative climate projects.”

The California Transit Association, of which VCTC is a member, has taken the lead in urging the governor and legislative leaders to honor all existing commitments from the GGRF to California transit agencies through 2030, to dedicate at least the same level of historic GGRF funding to public transit agencies beyond 2030 and to streamline program design to ensure transit agencies can access and deploy funding quickly. VCTC has prepared and submitted a letter to members of Ventura County’s legislative delegation to explain how LCTOP dollars are used locally and to emphasize that those funds are critical to both VCTC and the county’s other transit operators. VCTC is also staying engaged in budget discussions through its Sacramento advocates, who have provided public comments on behalf of VCTC during legislative budget subcommittee hearings focused on the cap-and-trade program.

The state Legislature is continuing to conduct budget hearings as negotiations over spending continue. The Legislature has until June 15 to pass a budget bill, which then must be signed into law by the governor. VCTC will stay engaged in the budget process and will keep the Commission updated on developments.

Attachment A is the monthly report of Delaney Hunter, the Commission’s state lobbyist. The report includes additional information regarding the governor’s revised budget proposal.

Attachment B is a matrix of legislation that VCTC is tracking.



**VENTURA COUNTY TRANSPORTATION COMMISSION  
MONTHLY STATE ADVOCACY REPORT  
MAY 2025**

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<b>Legislative Update</b>
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As the month of May ends, we are nearing the halfway point of the legislative session. June 6th marks the House of Origin deadline, which means legislation needs to be out of the house in which it was introduced. The week before the deadline, there will be several lengthy floor sessions in both houses to pass the hundreds of bills before each chamber. Once they have passed this first deadline, the bills will swap houses and begin their policy hearings starting in early June.

May 23rd was the Appropriations Suspense hearing in both the Senate and the Assembly. Most bills with a cost to the state are referred to the “suspense list” in each house.

Additionally, there have been several budget subcommittee hearings this month in preparation for the Governor’s May Revise, which was released on Wednesday, May 14th. The budget committees have been reviewing the Governor’s revised budget proposal and are starting to weigh in on various proposals. The final budget must be passed by the Legislature by June 15th.

Seaside Advocacy will continue to update VCTC on new amendments to bills and the ongoing negotiations with the budget.

<b>Budget – May Revise</b>
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On May 14, 2025, the Governor released his May Revision for budget year 2025-26. The Governor now projects budget year General Fund expenditures of \$226.4 billion, available resources of \$248.9 billion (prior year balance, revenues, and transfers), and \$4.5 billion in the Special Fund for Economic Uncertainties (SFEU), the state’s general budget reserve.

Across the prior year, current year, and budget year, General Fund revenues decreased by approximately \$5.2 billion as compared to the Governor’s January Budget proposal. General Fund expenditures have also increased since January, most notably for health care services. The budget

shortfall identified in the May Revision is approximately \$12 billion (includes an ending balance of \$4.5 billion in the SFEU). In addition, significant out-year deficits were estimated in the Governor's January Budget and remain. However, many of the solutions proposed in the May Revision result in larger impacts in the out years to reduce structural deficits.

The budget shortfall is driven by higher-than-anticipated expenditure increases, due mostly to recent health care expansions and lower revenue estimates in 2025-26 and future years related to dampened economic indicators as a result of federal policies. The May Revision reflects a revision in Big Three revenue (personal income, corporate, and sales taxes) estimates across the 2023-24 through 2025-26 fiscal years of a negative \$4.8 billion.

Specifically on the transportation side, the May Revision includes:

- **Highway Violence Task Force:** The May Revision includes \$4.8 million from the Motor Vehicle Account (MVA) in 2025-26 for an additional year of funding for the California Highway Patrol's Highway Violence Task Force to continue addressing violent crimes occurring on state highways.
- **Digital eXperience Platform (DXP) Project:** The May Revision includes \$53 million from the MVA one-time to complete the vehicle registration phase of the DXP project for the Department of Motor Vehicles (DMV).
- **Delayed Implementation of Legislation:** The May Revision includes trailer bill language that will delay several recently chaptered pieces of legislation so that DMV can first complete the DXP project that replaces many of its aging IT components.
- **2028 Olympics:** The May Revision includes \$17.6 million one-time from the State Highway Account to support transportation project planning associated with the 2028 Olympic Games, including work on the Games Route Network project.

#### **May Revise - Cap and Trade Extension**

The May Revision also proposed to extend the Cap-and-Trade program and rename the program to the "Cap-and-Invest" program. Specifically, it includes trailer bill language that reauthorizes the nearly identical program until 2045. This notably maintains the following as-is (per section 4) until 2045. The Administration also requested that at least \$1 billion annually for the High-Speed Rail Project out of the Greenhouse Gas Reduction Fund (GGRF). However, this is not reflected in the proposed trailer bill language nor is it included in the proposed budget bill language.

Most importantly, the May Revision cuts all the discretionary expenditures from the GGRF in the budget year, including:

- \$188 million for the Formula Transit and Intercity Rail Capital Program at California State Transportation Agency (CalSTA)
- \$180 million for the Competitive Transit and Intercity Rail Capital Program at CalSTA
- \$25 million for the Highways to Boulevards program at the California Department of Transportation
- \$89 million for Clean Trucks, Buses and Off-Road Equipment at CEC

In addition, all discretionary spending previously committed to in prior year budgets are eliminated. This includes all outyear funding for key transit related programs including those listed below.

**Discretionary Cap and Trade Funding at 2025-26 Governor's Budget**  
(Dollars in Millions)

Department	Program	2025-26	2026-27	2027-28	2028-29
Air Resources Board	AB 617 - Community Air Protection	\$195	\$195	\$195	\$195
	AB 617 - Local Air District Implementation	\$50	\$50	\$50	\$50
	AB 617 - Technical Assistance Grants	\$5	\$5	\$5	\$5
	IEV Programs (preexisting agreement)	\$215	\$301	\$213	
Secretary of Transportation	Zero Emission Transit Capital Program		\$230	\$460	
	Transit Inter-City Rail Capital Program and Other Transportation (Formula and Competitive (Fund Shift)	\$368	\$20		
Department of Transportation	Highways to Boulevards (Fund Shift)	\$25	\$50		

### **LAO's 2025-26 Budget: Initial Comments on the Governor's May Revision**

On May 17<sup>th</sup>, the Legislative Analyst's Office (LAO) released their Initial Comments on the Governor's May Revision. In this brief, they provide a summary of and comments on the Governor's revised budget, focusing on the Governor's proposals for and the overall condition of the state's General Fund—the budget's main operating account. The LAO stated that their assessment is based on the administration's revenue projections and spending estimates.

Overall, LAO's assessment of the state's budget condition for 2025-26 is very similar to that of the administration's assessment — namely, since January, when the budget was roughly balanced, a budget problem has emerged. They estimated the administration solved a \$14 billion budget problem (similar to the \$12 billion budget problem cited by the Governor). This budget problem is driven by two key factors: higher baseline spending, most notably in Medi-Cal, and lower revenues, reflecting diminished expectations for both the personal income tax and the corporation tax.

In the report, LAO recommended that the Legislature address the budget shortfall with a similar approach to the one the administration took, namely, adopting solutions that primarily put the state on more solid fiscal footing, rather than those that delay or exacerbate future problems. Moreover, they recommend avoiding committing to new activities. Finally, although LAO has not previously recommended the Legislature take decisive action to address the structural deficits, the state's persistent fiscal imbalance and the added downside risks—particularly from potential federal actions—suggest a need for a more proactive approach. As such, LAO views the Governor's focus on reducing multiyear spending as a reasonable and appropriate step. That said, the Legislature could allocate the mix of solutions differently, for example, by changing the types of programs, types of reductions, or mix of spending and revenue solutions adopted.

### **Upcoming Bill Deadlines and Newly Introduced Legislation**

**June 2 – 6** – Floor sessions only

**June 6** – Last day for each house to pass bills introduced in that house.

**June 15** – Budget bill must be passed by midnight

### **AB 21 (DeMaio R) Taxpayer Protection Act of 2025**

**Introduced:** 12/2/2024

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/24/2025)(May be acted upon Jan 2026)

**Summary:** The Davis-Stirling Common Interest Development Act governs the management and operation of common interest by an association. If a provision of that act requires an association to deliver a document by “individual delivery” or “individual notice,” the act requires the association to deliver that document in accordance with the preferred delivery method specified by the member. Current law also requires the board of an association to provide general notice of a proposed rule change at least 28 days before making the rule change, in accordance with certain procedures. This bill would revise the above-described rule change provision to require the board to provide individual notice pursuant to the above-described provision governing document delivery.

### **AB 23 (DeMaio R) The Cost of Living Reduction Act of 2025**

**Introduced:** 12/2/2024

**Status:** 3/26/2025-Re-referred to Com. on U. & E.

**Summary:** Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state’s energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the Public Utilities Commission to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California’s higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months.

### **AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Introduced:** 1/16/2025

**Status:** 5/14/2025-Referred to Coms. on L. GOV. and JUD.

**Summary:** The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the

legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

**AB 266 (Davies R) Freeway Service Patrol Act: sponsorship agreement.**

**Introduced:** 1/17/2025

**Status:** 5/7/2025-Referred to Com. on TRANS.

**Summary:** The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

**AB 267 (Macedo R) Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.**

**Introduced:** 1/17/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/18/2025)(May be acted upon Jan 2026)

**Summary:** Would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the State Air Resources Board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.

**AB 273 (Sanchez R) Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.**

**Introduced:** 1/21/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/18/2025)(May be acted upon Jan 2026)

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of greenhouse gas emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction

Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.

**AB 289 (Haney D) State highway work zone speed safety program**

**Introduced:** 1/22/2025

**Status:** 5/14/2025-In committee: Hearing postponed by committee.

**Summary:** Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes an undetermined maximum number of speed safety systems on state highway construction or maintenance areas, as specified.

**AB 338 (Solache D) Workforce development: the Counties of Los Angeles and Ventura: 2025 wildfires.**

**Introduced:** 1/28/2025

**Status:** 5/7/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** Would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low-to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.

**AB 339 (Ortega D) Local public employee organizations: notice requirements.**

**Introduced:** 1/28/2025

**Status:** 4/9/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of

representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract.

**AB 370 (Carrillo D) California Public Records Act: cyberattacks.**

**Introduced:** 2/3/2025

**Status:** 4/24/2025-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format.

**AB 390 (Wilson D) Vehicles: highway safety.**

**Introduced:** 2/3/2025

**Status:** 5/20/2025-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Summary:** Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other stationary vehicle displaying flashing turn signal lamps or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

**AB 394 (Wilson D) Crimes: public transportation providers.**

**Introduced:** 2/3/2025

**Status:** 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law defines stalking as willfully, maliciously, and repeatedly following or willfully and maliciously harassing another person and making a credible threat with the intent to place that person in reasonable fear for the person's safety, or the safety of the person's immediate family. Current law provides that when a battery is committed against the person of an operator, driver, or



passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider.

**AB 612 (Rogers D) Transportation: Highway Design Manual: emergency response times.**

**Introduced:** 2/13/2025

**Status:** 4/30/2025-In committee: Set, first hearing. Referred to suspense file.

**Summary:** Would require the Department of Transportation, on or before January 1, 2026, to update the Highway Design Manual to direct local governments to consult with local fire departments when making road improvements to ensure the improvements do not negatively impact emergency response times.

**AB 657 (Alvarez D) Department of Transportation: state highways.**

**Introduced:** 2/14/2025

**Status:** 5/8/2025-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/14/2025)(May be acted upon Jan 2026)

**Summary:** Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

**AB 778 (Chen R) Local Agency Public Construction Act: internet website posting.**

**Introduced:** 2/18/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/3/2025)(May be acted upon Jan 2026)

**Summary:** The Local Agency Public Construction Act sets forth the requirements for the payment of construction projects by local agencies. The State Contract Act imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Current law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000.

**AB 854 (Petrie-Norris D) Environmental quality: greenhouse gas emissions: permit streamlining.**

**Introduced:** 2/19/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 4/24/2025)(May be acted upon Jan 2026)

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconductoring with advanced conductors, replacement, or removal of a transmission wire or cable used to conduct electricity or other piece of equipment that directly attached to the wire or cable and that meet certain requirements. If a lead agency determines that a project is exempt from CEQA pursuant to the above provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided. By increasing the duties of a lead agency, this bill would impose a state-mandated local program.

**AB 861 (Solache D) Community colleges: students: public transportation: Los Angeles Community College District.**

**Introduced:** 2/19/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/23/2025)(May be acted upon Jan 2026)

**Summary:** Current law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Current law creates the Los Angeles County Metropolitan Transportation Authority ("LA Metro") with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. This bill would establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College District by (1) providing all students with a free transit pass to access the public transportation services provided by LA Metro, and (2) establishing a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program. By imposing additional duties on the Los Angeles Community College District and LA Metro, the bill would impose a state-mandated local program.

**AB 891 (Zbur D) Community colleges: students: public transportation: Los Angeles Community College District.**

**Introduced:** 2/19/2025

**Status:** 5/14/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** Would establish the Quick-Build Project Pilot Program within the Department of Transportation's maintenance program to expedite development and implementation of low-cost projects on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build projects. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build projects statewide.

**AB 902 (Schultz D) Transportation planning and programming: barriers to wildlife movement.**

**Introduced:** 2/19/2025

**Status:** 5/14/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require, to the extent feasible, the regional transportation plan or sustainable communities strategy, upon the adoption or next revision of a regional transportation plan, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas, and identify strategies and the general location of uses and transportation networks in a manner that avoids, minimizes, or mitigates impacts and barriers to wildlife movement to the greatest extent feasible.

**AB 939 (Schultz D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.**

**Introduced:** 2/19/2025

**Status:** 3/10/2025-Referred to Com. on TRANS.

**Summary:** Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.

**AB 954 (Bennett D) State transportation improvement program: bicycle highway pilot program**

**Introduced:** 2/20/2025

**Status:** 5/14/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** Current law establishes the state transportation improvement program (STIP) process, pursuant to which the California Transportation Commission programs, on a biennial basis, available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, for the 5-year period of the STIP, based on the interregional transportation improvement program (ITIP) prepared by the Department of Transportation and the regional transportation improvement programs (RTIP) prepared by regional transportation planning agencies. This bill would require the department to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified.

**AB 1014 (Rogers D) Traffic safety: speed limits.**

**Introduced:** 2/20/2025

**Status:** 5/15/2025-Read second time. Ordered to third reading.

**Summary:** Current law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits

to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances.

**AB 1070 (Ward D) Transit districts: governing boards: compensation: nonvoting members.**

**Introduced:** 2/20/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/17/2025)(May be acted upon Jan 2026)

**Summary:** Current law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Current law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations.

**AB 1132 (Rogers D) Department of Transportation: climate change vulnerability assessment: community resilience assessment.**

**Introduced:** 2/20/2025

**Status:** 5/7/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** Would require the Department of Transportation, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.

**AB 1207 (Irwin D) Climate change: market-based compliance mechanism.**

**Introduced:** 2/21/2025

**Status:** 5/8/2025-Read second time. Ordered to third reading.

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Pursuant to this authority, the state board adopted the California Greenhouse Gas Cap-and-Trade Program. This bill would state the intent of the Legislature to enact subsequent legislation to reauthorize the California Greenhouse Gas Cap-and-Trade Program.

**AB 1244 (Wicks D) California Environmental Quality Act: transportation impact mitigation: TransitOriented Development Implementation Program.**

**Introduced:** 2/21/2025

**Status:** 5/14/2025-In committee: Set, first hearing. Referred to APPR. suspense file.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law, establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an unspecified amount of money for each vehicle mile traveled to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects.

**AB 1257 (Lackey R) Department of Transportation: state highways.**

**Introduced:** 2/21/2025

**Status:** 5/8/2025-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/21/2025)(May be acted upon Jan 2026)

**Summary:** Current law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. This bill would make a nonsubstantive change to this provision.

**AB 1275 (Elhawary D) Regional housing needs: regional transportation plan.**

**Introduced:** 2/21/2025

**Status:** 5/15/2025-Read second time. Ordered to Consent Calendar.

**Summary:** Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need, and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city and county, as provided. Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would state the intent of the Legislature to enact subsequent legislation to harmonize the regional housing needs allocation process with the regional transportation plan and sustainable community strategy processes to ensure the needs of both existing populations and projected populations are met, and to ensure local governments have plans for sufficient housing in climate-friendly locations near transit, jobs, and services.

**AB 1421 (Wilson D) Vehicles: Road Usage Charge Technical Advisory Committee.**

**Introduced:** 2/21/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2025)(May be acted upon Jan 2026)

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035.

**AB 1491 (Ta R) Transportation: road safety.**

**Introduced:** 2/21/2025

**Status:** 5/8/2025-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/21/2025)(May be acted upon Jan 2026)

**Summary:** Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation to improve safety on the roads in the state.

**SB 71 (Wiener D) California Environmental Quality Act: exemptions: transit projects.**

**Introduced:** 1/14/2025

**Status:** 5/16/2025-Set for hearing May 23.

**Summary:** The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.

**SB 73 (Cervantes D) California Environmental Quality Act: exemptions.**

**Introduced:** 1/14/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 1/29/2025)(May be acted upon Jan 2026)

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects

located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

**SB 74 (Seyarto R) Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.**

**Introduced:** 1/15/2025

**Status:** 5/16/2025-Set for hearing May 23.

**Summary:** Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Current law authorizes a local agency to finance infrastructure projects through various means, including by authorizing a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.

**SB 78 (Seyarto R) Department of Transportation: study: state highway system: road safety projects.**

**Introduced:** 1/15/2025

**Status:** 5/16/2025-Set for hearing May 23.

**Summary:** Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

**SB 79 (Seyarto R) Planning and zoning: housing development: transit-oriented development.**

**Introduced:** 1/15/2025

**Status:** 5/20/2025-Set for hearing May 23.

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law defines "agency's use" for these purposes to include land that is being used for agency work or operations, as provided. Current law exempts from this definition of "agency's use" certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, "agency's use" may include commercial or industrial

uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above.

**SB 90 (Seyarto R) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: improvements to public evacuation routes: mobile rigid water storage.**

**Introduced:** 1/22/2025

**Status:** 5/16/2025-Set for hearing May 23.

**Summary:** The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 makes \$135,000,000 available, upon appropriation by the Legislature, to the Office of Emergency Services for a wildfire mitigation grant program to provide, among other things, loans, direct assistance, and matching funds for projects that prevent wildfires, increase resilience, maintain existing wildfire risk reduction projects, reduce the risk of wildfires to communities, or increase home or community hardening. The act provides that eligible projects include, but are not limited to, grants to local agencies, state agencies, joint powers authorities, tribes, resource conservation districts, fire safe councils, and nonprofit organizations for structure hardening of critical community infrastructure, wildfire smoke mitigation, evacuation centers, including community clean air centers, structure hardening projects that reduce the risk of wildfire for entire neighborhoods and communities, water delivery system improvements for fire suppression purposes for communities in very high or high fire hazard areas, wildfire buffers, and incentives to remove structures that significantly increase hazard risk. This bill would include in the list of eligible projects grants to the above-mentioned entities for improvements to public evacuation routes in very high and high fire hazard severity zones, mobile rigid dip tanks, as defined, to support firefighting efforts, prepositioned mobile rigid water storage, as defined, and improvements to the response and effectiveness of fire engines and helicopters.

**SB 94 (Strickland R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.**

**Introduced:** 1/23/2025

**Status:** 4/23/2025-April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.)  
Reconsideration granted.

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account.

**SB 220 (Allen D) Los Angeles County Metropolitan Transportation Authority.**

**Introduced:** 1/23/2025

**Status:** 5/1/2025-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/2/2025)(May be acted upon Jan 2026)

**Summary:** Current law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the



County of Los Angeles. The authority is governed by a 14-member board of directors which is consisting of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. Beginning January 1, 2029, this bill would expand the board of directors to 18 members by adding the county executive of the County of Los Angeles and 3 public members appointed by the county executive.

**SB 222 (Wiener D) Climate disasters: civil actions.**

**Introduced:** 1/27/2025

**Status:** 4/8/2025-April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.)

Reconsideration granted.

**Summary:** Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person who suffered physical harm to their person or property totaling at least \$10,000 to bring a civil action against a party responsible for a climate disaster to recover damages, restitution, specified costs, and other appropriate relief. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for damages and restitution.

**SB 239 (Arreguin D) Open meetings: teleconferencing: subsidiary body.**

**Introduced:** 1/30/2025

**Status:** 5/8/2025-Read second time. Ordered to third reading.

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

**SB 359 (Niello R) Diesel Fuel Tax Law: exempt bus operation.**

**Introduced:** 2/13/2025

**Status:** 5/20/2025-Set for hearing May 23.

**Summary:** The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

**SB 445 (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.**

**Introduced:** 2/18/2025

**Status:** 5/6/2025-Read second time. Ordered to third reading.

**Summary:** This bill would instead require the Department of Transportation to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.

**SB 486 (Cabaldon D) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.**

**Introduced:** 2/19/2025

**Status:** 5/20/2025-Read second time. Ordered to third reading.

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation, and employment growth. This bill would require the sustainable communities strategy, in identifying areas within the region sufficient to house all the population of the region, to also take into account changes in enrollment levels at institutions of public higher education, as defined, excluding changes in enrollment levels of nonresident students.

**SB 506 (Committee on Transportation) Transportation: omnibus bill.**

**Introduced:** 2/19/2025

**Status:** 5/12/2025-Referred to Com. on TRANS.

**Summary:** (1)Current law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.

**SB 544 (Laird D) Railroad crossings: permit applications: review.**

**Introduced:** 2/20/2025

**Status:** 5/19/2025-Referred to Com. on U. & E.

**Summary:** The bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.

**SB 720 (Ashby D) Automated traffic enforcement system programs.**

**Introduced:** 2/21/2025

**Status:** 5/20/2025-Set for hearing May 23.

**Summary:** Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the governmental agency utilizing the system meets certain requirements, including identifying the system with signs and ensuring that the system meets specified criteria on minimum yellow light change intervals. Current law authorizes, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a speed safety system pilot program for speed enforcement that utilizes a speed safety system in specified areas, if the system meets specified requirements. Current law prescribes specified requirements for a notice of violation issued pursuant to these provisions, and requires a violation of a speed law that is recorded by a speed safety system to be subject only to a specified civil penalty. This bill would additionally authorize a city, county, or city and county to establish an automated traffic enforcement system program to use those systems to detect a violation of a traffic control signal, if the system meets specified requirements. The bill would require a violation of a traffic control signal that is recorded by an automated traffic enforcement system to be subject only to a \$100 civil penalty, as specified.

**SB 741 (Blakespear D) Coastal resources: coastal development permit: local emergency declaration.**

**Introduced:** 2/21/2025

**Status:** 5/6/2025-Read second time. Ordered to third reading.

**Summary:** Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the development permit authority has been delegated to a local government, by an appropriate local official designated by resolution of the local government without compliance with the procedures prescribed in the act in cases of emergency, except as provided, and for certain nonemergency developments, as described. This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.

**SB 840 (Limon D) Greenhouse gases: market-based compliance mechanism.**

**Introduced:** 2/21/2025

**Status:** 5/16/2025-Set for hearing May 23.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on

the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office.

<b>VENTURA COUNTY TRANSPORTATION COMMISSION</b> <b>STATE LEGISLATIVE MATRIX BILL SUMMARY</b> <b>May 9, 2025</b>			
<b>BILL/AUTHOR</b>	<b>SUBJECT</b>	<b>POSITION</b>	<b>STATUS</b>
AB 21 DeMaio	Taxpayer Protection Act of 2025	Monitor	Amended to Common Interest Developments bill. Failed committee.
AB 23 DeMaio	The Cost of Living Reduction Act of 2025	Monitor	In Assembly. Amended. Re-referred to Utilities and Energy Committee.
AB 266 Davies	Freeway Service Patrol Act: sponsorship agreement	Monitor	Passed Assembly. Referred to Senate Transportation Committee.
AB 267 Macedo	Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention	Monitor	In Assembly. Referred to Transportation Committee.
AB 289 Haney	State Highway Work Zone Speed Safety Program	Monitor	Passed Assembly Appropriations. At Assembly floor for second reading.
AB 954 Bennett	State Transportation Improvement Program: bicycle highway pilot program	Monitor	Passed Assembly Appropriations. At Assembly floor for second reading.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed Senate Appropriations Committee. At Senate floor for second reading.
SB 90 Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: Improvements to Public Evacuation Routes: mobile rigid water storage.	Monitor	Passed Senate Natural Resources and Water Committees. Re-referred to Appropriations Committee.
SB 445	Sustainable Transportation Project Permits and Cooperative Agreements	Monitor	Passed Senate Transportation Committee. Re-referred to Local Government Committee.



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Item #9K

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MAY 2025 AND FISCAL YEAR 2024/2025 PROGRAM BUDGET AMENDMENT**

**RECOMMENDATION:**

- *Receive and file a report on Santa Paula Branch Line updates for the month of May 2025.*
- *Approve an Amendment to the Fiscal Year 2024/2025 Santa Paula Branch Line (SPBL) program budget to increase expenditures by \$31,900 in the Salaries, \$10,700 in Benefits, and \$33,400 in Indirect Costs categories, reallocate \$76,000 from the Consultant Services category to offset these expenditures, increase the transfer-in to the General Fund from the SPBL by \$76,000, and increase the transfer out of the SPBL to the General Fund by \$76,000.*

**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.

The adopted Ventura County Transportation Commission (VCTC) Strategic Plan for Fiscal Years 2022/2023 – 2027/2028 includes three objectives related to the Santa Paula Branch Line (SPBL):

- 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.

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 May 2025.

**DISCUSSION:**

May 2025 updates and activities include:

- *Leasing, Licensing, and Rights-of-Entry*
  - Two lease reassignments (Loose Caboose/Barnyard, Lindgren/Underwood) remain outstanding.

- In alignment with the Commission-approved right-of-entry (ROE) permitting process, staff continue to coordinate with Sierra Northern Railway on review of ROE applications. Application instructions, template and mapping resources are available at <https://www.goventura.org/spbl>. In May, Sierra Northern implemented use of the VCTC staff-prepared scope of work questionnaire to better inform review of ROE applications to address deficiencies in recent ROE package submittals.
- VCTC staff and SNR continued to coordinate right-of-entry and licensing for two sewer projects, one in Saticoy and one near Fillmore, and fielded a new request for temporary crossing improvements for an event near Fillmore City Hall.
- **SPBL Trail Planning**
  - Staff continued to support the City of Ventura's efforts to plan, design, and conduct community engagement for the 4-mile section of the SPBL Trail from East Ventura/Montalvo Metrolink Station to Saticoy Depot. On May 8, VCTC Executive Director participated in a public workshop to share updates on the project, which is proceeding to final design. More information on the City's *Rails with Trails* project is available at: <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>.
  - Staff continued to support the City of Santa Paula's 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. On May 7, VCTC staff attended a City Council meeting at which City staff and consultants presented design options to the Council. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
  - On May 7, VCTC convened the first Project Development Team meeting. Formation of the Technical Advisory Committee and Citizens Advisory Committee are underway, with public outreach and engagement to begin in June. The first public workshop is scheduled for June 24 from 5:30-7:00PM at the Fillmore Library. More information will be forthcoming soon.
- **Storm Damage and Response**
  - Staff continued to coordinate with FEMA and CalOES regarding the Sespe Creek Overflow Railroad Bridge project. 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). Staff will continue to provide financial, environmental, and other project information and documentation to FEMA upon request. In April, FEMA advanced the Category C project in the FEMA grant management system (GrantsPortal) after receiving receipt and reviewing the VCTC response to the formal Request for Information (RFI) from FEMA to clarify the scope of work and estimated costs for permanent bridge repairs. In May, FEMA assigned a new Program Delivery Manager (PDMG) and Task Force Lead (TFL) to VCTC's projects.
  - With completion in October of emergency repairs to stabilize the Sespe Creek Overflow west embankment, the RailPros design team and VCTC staff shifted focus to validating bridge repair designs and cost estimates and securing permits to complete the permanent repair, projected for Summer 2025. In late February/early March, the three regulatory permit applications were submitted to U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish & Wildlife. In May, VCTC's environmental consultant team continued to coordinate with regulatory agencies and developed a fish passage plan for use by the construction contractor for water diversion during reconstruction of the bridge.
  - After the April 4 Commission approval to release the Invitation for Bids (IFB) and template contract for construction services, VCTC released the IFB via the Goventura.org website with notice by email to a list of 22 prospective bidders. On April 16, VCTC held a Pre-Bid Conference at Fillmore City Hall and Job Walk at the Sespe Creek Overflow railroad bridge site. At least 10 firms participated in the Pre-Bid Conference and Job Walk. The deadline for questions or requests for approved equals was April 30 no later than 4:00pm Pacific Standard Time (PST). Bids are due no later than 3:00pm PST on May 16, 2025. The bid due date was extended to May 21 at 12:00pm PST to allow for consideration of IFB Addenda. A contract award is on the Commission Agenda for consideration as Item 11.
- **Coordination with Sierra Northern Railway**
  - VCTC staff and Sierra Northern Railway conducted a monthly virtual meeting on May 21 and communicated on an as-needed basis. Staff coordinated with SNR's Ventura Division



General Manager on issuance of ROEs, Site Visits, Inspections, and other rail activities as needed.

- In March, VCTC released payment of annual Sierra Northern invoices in recognition of good faith efforts by SNR to resolve issues related to insurance coverage requirements. SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. A review of insurance documentation from the broker was provided to VCTC in late February. It is anticipated that SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.
- SNR continues to work on bridge design and contracting to replace the existing Ferris Drive bridge, located just east of Santa Paula Creek. The replacement bridge will be raised to address a low-clearance issue below the existing bridge. Due to a delay in availability of Sierra Northern's bridge construction subcontractor, SNR anticipates beginning the project in September, which will require approximately one week to complete. The project will rebuild the bridge with a new steel structure with an open-deck design to raise the bridge using an industry standard design that will gain 6-8 inches of height from below the bridge. Sierra Northern conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed.
- In response to a concern raised by the City of Santa Paula regarding graffiti on the Santa Paula Creek bridge, SNR is evaluating options to safely repaint the exterior of the bridge to remove graffiti, which will likely require use of specialized equipment to safely access the exterior of the bridge.

### **Budget Amendment**

To provide for continued oversight and management of the SPBL, which has required greater than anticipated staff time (for example, to procure and manage construction contractor support for both temporary and permanent repairs to the Sespe Creek Overflow railroad bridge and to coordinate with FEMA and CalOES, among other management requirements), a budget amendment to the Fiscal Year 2024/2025 Santa Paula Branch Line Program Budget is requested as follows: Increase expenditures by \$31,900 in the Salaries, \$10,700 in Benefits, and \$33,400 in Indirect Costs categories, reallocate \$76,000 from the Consultant Services category to offset these expenditures, increase the transfer-in to the General Fund from the SPBL by \$76,000, and increase the transfer out of the SPBL to the General Fund by \$76,000. There will be no net change in the total program budget expenditures or revenues.



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Item #9L

June 6, 2025

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: GEISKA VELASQUEZ, PROGRAM MANAGER**  
**SUBJECT: FISCAL YEAR (FY) 2024/2025 BUDGET AMENDMENT FOR TRANSIT GRANT ADMINISTRATION PROGRAM**

**RECOMMENDATION/S:**

- Amend the FY 2024/2025 Transit Grant Administration budget to increase revenues by \$20,798 from Federal Transit Administration (FTA) Section 5310 funds and increase expenses by \$8,398 for salaries, \$3,550 for fringe benefits and \$8,850 for indirect costs.

**BACKGROUND**

VCTC's Programming Department salary and indirect costs are funded from three budget line items: Transportation Programming, Transit Grant Administration, and Highway Project Management and Monitoring. The Transit Grant Administration budget is funded with revenue from a number of transit sources including FTA Section 5310 funds. Unlike FTA Section 5307 funds, FTA Section 5310 is available for administration at a percentage of each Fiscal Year (FY) apportionment.

At the end of FY2023/2024 there was a remaining balance of FTA Section 5310 for administration of \$20,798. A balance wasn't expected and therefore not included in the development of the FY2024/25 Budget, nor was it amended into the FY2024/25 Budget after approval and remains as unspent carryover.

Meanwhile, the Programming Department has needed a greater than anticipated amount of staff time for its transit grant administration responsibilities including the preparation and monitoring of FTA Section 5310 grants, and the need to address new federal requirements. As a result of these issues, the staff time being needed for Transit Grant Administration is greater than budgeted. To accommodate these two conditions, staff is proposing an FY 2024/2025 budget amendment for Commission approval.

**DISCUSSION**

At this time staff recommends a budget amendment to provide a sufficient increase to the staff and indirect line items for Transit Grant Administration, to accommodate the increased salary costs being used by these programs during the current year and utilized the FY2023/24 FTA Section 5310 carry over.

Fiscal Impact:

Approval of this recommendation will increase FTA Section 5310 Revenue by \$20,798 and Transit Grant Administration Program Expenses by the same amount. Following is the breakdown of the new appropriation.

FTA Section 5310 Revenue	\$20,798
Salary Expense	\$ 8,398
Fringe Benefit	\$ 3,550
Indirect Costs	<u>\$ 8,850</u>
Total Expenditures	\$ 20,798

There is sufficient funding in the FTA Section 5310 for these additional expenditures.



**Item #9M**

**June 6, 2025**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DOLORES LOPEZ, TRANSIT PLANNER  
AUBREY SMITH, PROGRAM MANAGER - REGIONAL TRANSIT PLANNING**

**SUBJECT: BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT – 3<sup>rd</sup>  
QUARTER – FISCAL YEAR 2025**

**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 third quarter of Fiscal Year (FY) 2025, January 1, 2025 – March 31, 2025.

**DISCUSSION:**

**Fixed Route**

Ridership saw a 5.5% decline compared to the same period in 2024 and systemwide ridership is currently at 42.9% of pre-pandemic levels. However, this decrease, which primarily occurred in January is misleading due to a technology error. The Genfare hard drive, which collects ridership and fare data, experienced a fatal error in mid-January, causing a complete loss of ridership and fare collection data from January 12–20. Although fare collection continued during that period, no ridership records were recovered. Second, CSUCI routes were briefly suspended on January 23<sup>rd</sup> due to the Laguna Fire, during which VCTC assisted with evacuation efforts. Additionally, Moorpark College was closed on Jan 13<sup>th</sup> and 14<sup>th</sup> due to a fire which would have reduced student ridership on East County and Cross County routes. However, the East County service was the only route group to experience growth over the quarter, increasing 4.7% over last year, but remains with substantially lower ridership when compared to the same quarter pre-pandemic. The Highway 126 route also saw a decrease for the same reason as there were fires in the area and schools closed during this period. Channel Islands service had the largest decrease in ridership at 12.5%, and remains 66.4% below 2019 levels, though some of that likely is attributed to the

loss of service during the Laguna fire. It should be noted that ridership in February and March is in line with ridership the previous year but slightly above.

Regarding rider composition, there was a 5% decrease in mobility device usage and an 18% drop in bicycle usage compared to the same quarter in FY24. Amtrak and Metrolink train transfers show a slight increase of about 11% when comparing the same period in FY24.

Passenger fare revenue had a slight increase of 1% over the same period last year. However, this period also saw a 23% rise in the cost per passenger, driven by a 14% increase in operating costs. Farebox Recovery Ratio, both including and excluding route guarantees decreased about 12%. The increase in cost per passenger is mostly attributed to rising operating costs but the January Genfare error may have also played a role by distorting passenger revenue collection and cost metrics during the reporting period.

Customer service goals were not met as complaints received for the period exceeded 5/50,000 riders for the quarter. Intercity received twenty seven (27) valid complaints this quarter, which falls short of its performance goal. The majority of these complaints centered around schedule adherence, with riders citing On Time Performance (OTP) issues. Complaints also included concerns about driver behavior, such as lack of route knowledge, and poor customer service. As a result of receiving a high number of complaints, VCTC staff has worked with the contractor, RATP-Dev USA, to implement staffing changes key positions managing day to day service, including hiring a new Operations Manager, refreshing new driver training standards, introducing new service related topics in mandatory safety meetings, and hiring a new Assistant Training Supervisor to implement the initiatives. VCTC staff will continue to monitor the number of complaints being received and work to improve the service. It is worth noting that three compliments were received, praising drivers for their outstanding customer service and courteous behavior.

On Time Performance (OTP) fluctuated across the system for January–March 2025. While routes like Coastal Express (80–89) maintained high OTP levels above 90%, other routes particularly East County (70–74) and Conejo Connection (55) struggled to reach 60%, indicating persistent challenges in those service areas. Staff is investigating potential reasons for the lower OTP levels on these routes. Since the drops in OTP are seemingly unexpected, the data collected may have been limited related due to system maintenance issues that needed to be addressed. Maintenance on these devices took place the week of May 12<sup>th</sup> and staff expects more reliable data to be available by next quarter.

## **Rail**

The total Metrolink Ventura County rail line ridership increased by 32% in FY25 when compared to the previous year in the same quarter. Over this quarter, weekend ridership maintained high levels, with each month showing consistent growth. This quarter, weekend ridership on the VC Line has continued its upward trend, now accounting for an average of 10% of total ridership.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, experienced an 24% increase compared to the same quarter before the pandemic. This increase reflects ridership growth at the five Ventura County stations.

# VCTC INTERCITY

## Quarterly Ridership Report | FY 2025 Q3

January - March 2025

**92,609**

Boardings

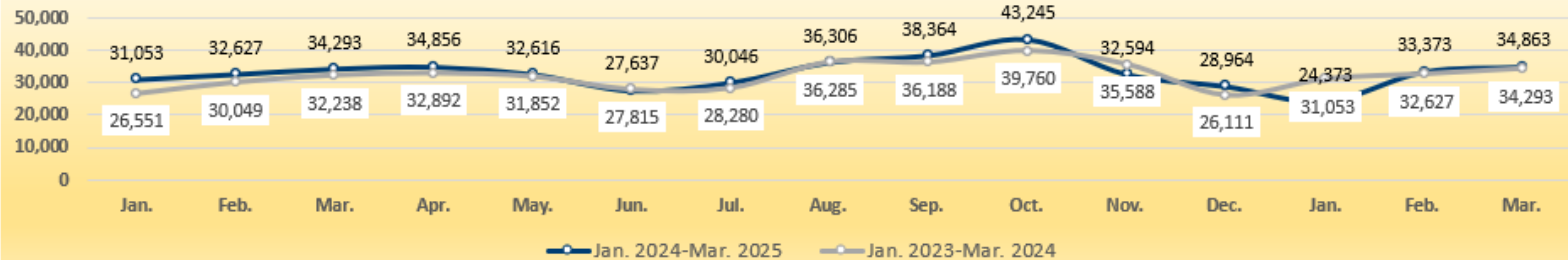
January - March 2024

**97,974**

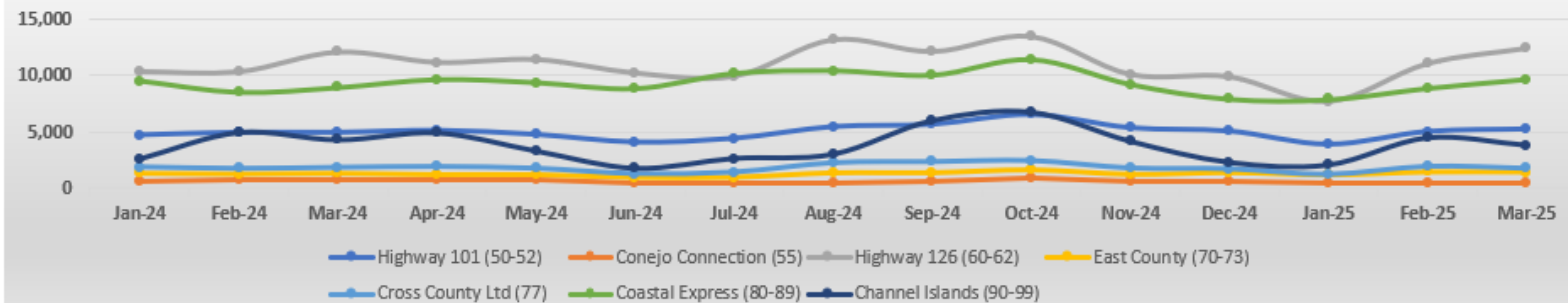


**-5.5%**

### 15 Month Ridership Trends Systemwide



### 15 Month Ridership Trends by Route



	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Highway 101 (50-52)	4,727	4,957	4,951	5,139	4,770	4,084	4,416	5,464	5,668	6,548	5,364	5,071	3,890	5,027	5,253
Conejo Connection (55)	604	775	794	805	720	493	504	511	706	872	670	621	453	489	471
Highway 126 (60-62)	10,357	10,338	12,100	11,174	11,443	10,222	9,925	13,208	12,144	13,498	10,102	9,895	7,668	11,059	12,435
East County (70-73)	1,329	1,275	1,329	1,216	1,214	953	970	1,382	1,393	1,662	1,244	1,410	1,195	1,465	1,456
Cross County Ltd (77)	1,903	1,762	1,862	1,936	1,778	1,266	1,414	2,296	2,386	2,496	1,796	1,724	1,203	1,951	1,767
Coastal Express (80-89)	9,527	8,542	8,944	9,642	9,377	8,859	10,165	10,419	10,010	11,352	9,223	7,948	7,903	8,873	9,641
Channel Islands (90-99)	2,606	4,979	4,313	4,945	3,314	1,760	2,652	3,026	6,057	6,817	4,195	2,295	2,061	4,509	3,840

# VCTC INTERCITY

## Quarterly Ridership Report | FY2025 Q3

January - March 2025

0.26

5.85

\$ 28.76

\$202,974



Passengers/  
Mile

Passengers/  
Hour

Cost/Passenger

Fare Revenue

Fare  
Revenue

January - March 2024

0.29

6.33

\$ 23.41

\$201,202

1%

### COST AND REVENUE PER PASSENGER

FY 2024

FY 2025

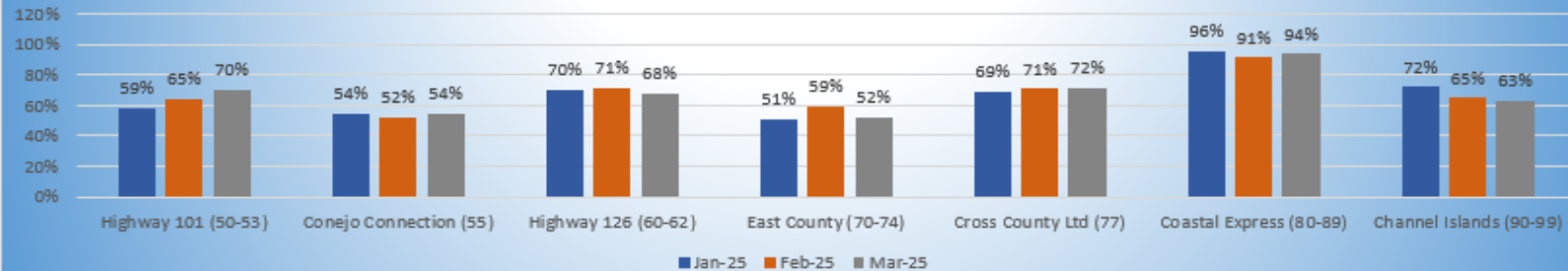
% Change

Operating Cost	\$ 2,174,434	\$ 2,478,479	14%
Passenger Revenue	\$ 201,202	\$ 202,974	1%
Passenger Revenue including budgeted route guarantees	\$ 572,469	\$ 576,284	1%
Passengers	97,974	92,609	-5%
Cost per Passenger	\$ 23.41	\$ 28.76	23%
Farebox Recovery Ratio not including route guarantees	9%	8%	-11%
Farebox Recovery Ratio including route guarantees	26%	23%	-12%

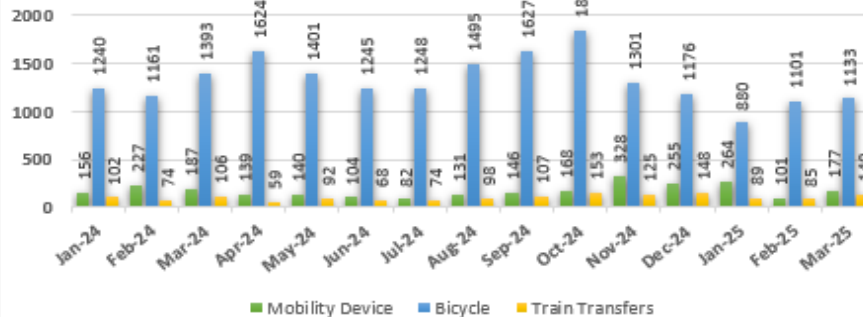
#### HIGHLIGHTS

The Coastal Express Route had the highest On Time Performance (OTP) of the quarter reaching 96%

### Weekday On Time Performance



### Rider Composition



### 15 Month Complaints Tracking

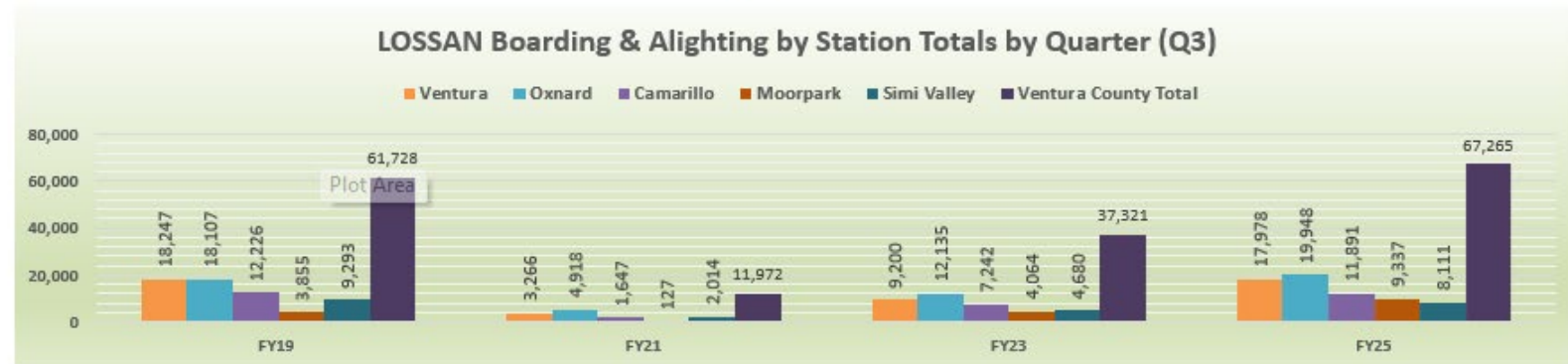
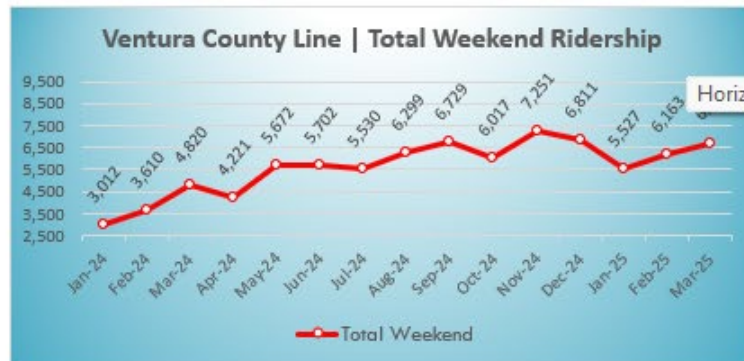
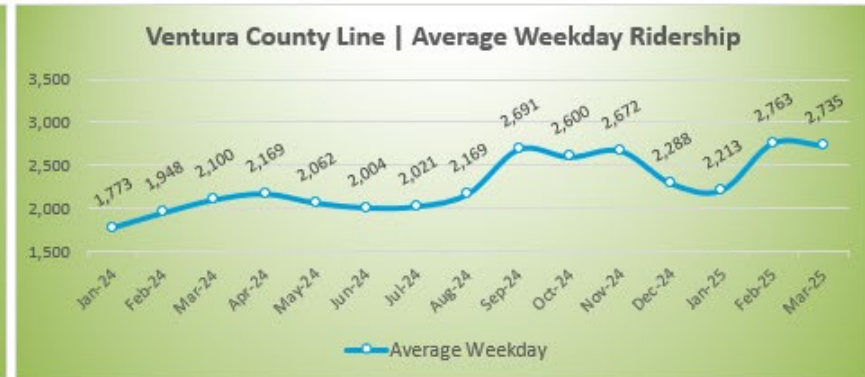
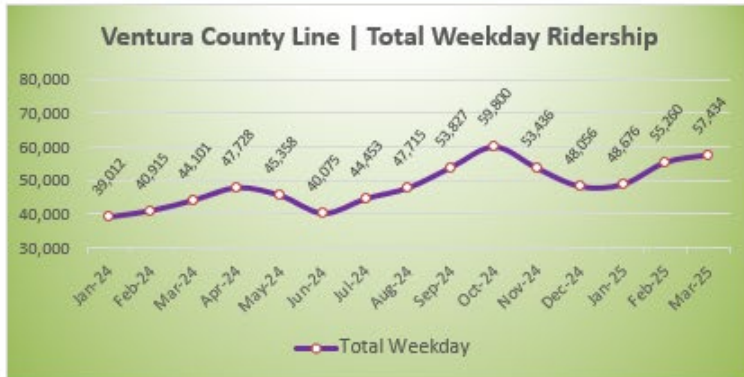


Customer Service Goals  
No more than 5/50,000 rider complaints per quarter



# METROLINK & LOSSAN Corridor | Ventura County Line

## Ridership





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Item #9N

June 6, 2025

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: STEVE MATTAS, GENERAL COUNSEL**  
**SUBJECT: AMENDMENT NO. 1 TO GENERAL COUNSEL LEGAL SERVICES**

**RECOMMENDATION:**

- It is recommended that the Ventura County Transportation Commission ("Commission") adopt a resolution approving the First Amendment to the Agreement between the Ventura County Transportation Commission and Redwood Public Law, LLP for General Counsel legal services.

**BACKGROUND:**

On May 9, 2025, the Commission directed staff to bring an amendment to the Commission amending the Agreement between VCTC and Redwood Public Law, LLP pursuant to which the current Assistant General Counsel Lindsay D'Andrea would be named the new General Counsel of VCTC and Steve Mattas and Ali Wolf would be named Assistant General Counsel.

Staff has prepared the amendment, which is attached to the corresponding resolution for the Commission's consideration and action.

**ATTACHMENTS**

Resolution Approving the First Amendment  
Exhibit A – First Amendment

20189213.1

**RESOLUTION NO. 2025- 06**

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION  
APPROVING THE FIRST AMENDMENT TO AGREEMENT BETWEEN THE VENTURA  
COUNTY TRANSPORTATION COMMISSION AND REDWOOD PUBLIC LAW, LLP FOR  
GENERAL COUNSEL**

**WHEREAS**, on March 1, 2024, VCTC and Redwood entered into the AGREEMENT for General Counsel and legal services effective March 15, 2024 pursuant to which Steve Mattas serves as General Counsel.

**WHEREAS**, it is the desire of VCTC to amend the Agreement by transitioning Lindsay D'Andrea to serve as General Counsel effective on June 6, 2025 and Alexandra Wolf and Steve Mattas to serve as Assistant General Counsel.

**NOW, THEREFORE, BE IT RESOLVED BY THE VENTURA COUNTY TRANSPORTATION COMMISSION:**

1. The Ventura County Transportation Commission hereby approves the First Amendment to the Agreement between the Ventura County Transportation Commission and Redwood Public Law, LLP pursuant to which Lindsay D'Andrea will serve as General Counsel, attached hereto and incorporated as Exhibit A.
2. The Chairperson of Ventura County Transportation Commission is hereby authorized to execute the First Amendment to the Agreement.

**PASSED, APPROVED, AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_ 2025.

\_\_\_\_\_  
MIKE JUDGE, Chair, VCTC

**ATTEST:**

\_\_\_\_\_  
Roxanna Ibarra, Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Steve Mattas, General Counsel

20189212.1

**AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN VENTURA COUNTY  
TRANSPORTATION COMMISSION AND REDWOOD PUBLIC LAW, LLP**

This Amendment No. 1 (this “AMENDMENT”) to the Agreement (the “AGREEMENT”) between Ventura County Transportation Commission (“VCTC”) and Redwood Public Law, LLP (“Redwood”) is executed and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the Ventura County Transportation Commission.

**RECITALS**

WHEREAS, on March 1, 2024, VCTC and Redwood entered into the AGREEMENT for General Counsel and legal services effective March 15, 2024 pursuant to which Steve Mattas serves as General Counsel.

WHEREAS, on \_\_\_\_\_, 2025, VCTC and Redwood entered into that FIRST AMENDMENT to the AGREEMENT pursuant to which Lindsay D’Andrea will serve as General Counsel and Alexandra Wolf and Steve Mattas will serve as Assistant General Counsel.

WHEREAS, all Recitals of the AGREEMENT remain valid under this AMENDMENT.

**AGREEMENT**

In consideration of the promises and mutual covenants herein contained, VCTC and REDWOOD hereby agree as follows:

1. All Recitals of the AGREEMENT remain valid under this AMENDMENT, and additional Recitals contained within this AMENDMENT are hereby incorporated into the AGREEMENT.
2. Section 2 of the AGREEMENT is amended to provide that Lindsay D’Andrea will serve as General Counsel to VCTC and Steve Mattas and Ali Wolf will serve as Assistant General Counsel to VCTC.
3. Except as specifically amended by this FIRST AMENDMENT, all other terms and conditions of the AGREEMENT remain valid and unchanged.

Ventura County Transportation Commission

\_\_\_\_\_  
Mike Judge, Chairman

ATTEST:

\_\_\_\_\_  
Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

\_\_\_\_\_  
Steve Mattas, General Counsel

Executive Director

\_\_\_\_\_  
Martin Erickson

Date:

\_\_\_\_\_

20189206.1



June 6, 2025

Item #10

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: FISCAL YEAR 2025/2026 PROPOSED BUDGET**

**RECOMMENDATION:**

- Conduct a public hearing to receive testimony on the Fiscal Year 2025/2026 Budget.
- Adopt the Fiscal Year 2025/2026 Salary Schedule (Attachment 1 of this item and Appendix C of the Fiscal Year 2025/2026 Budget) effective July 1, 2025.
- Adopt, by Resolution No. 2025-04, the proposed Fiscal Year 2025/2026 Budget.

**DISCUSSION:**

The Proposed Fiscal Year 2025/2026 Budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal transparency and clarity of VCTC's programs and services to the region.

The Budget continues projects from prior years and moving forward with planned and new activities. At \$158,700,970, the Fiscal Year 2025/2026 Draft Budget is \$20,074,447, or 11.2%, lower than Fiscal Year 2024/2025. The decrease results from a combination of increases and decreases in multiple budgets as detailed later in this item and within the budget document. The largest reductions occur within the Transit Grant Administration (-\$9.53 million), Regional Transit Technology (-\$6.20 million), Valley Express (-\$2.28 million), VCTC Intercity Services (-\$2.62 million), Regional Transit Planning (-\$1.18 million), and Transportation Development Act (-\$1.12 million) budgets, while the largest increases occurred within the Santa Paula Branch Line (\$2.14 million) and Metrolink Commuter Rail (\$1.58 million) budgets. The proposed Budget contains task budgets across six programs, starting on page 76:

- Transit and Transportation program at \$56,217,753 (Budget pages 76, 103-113)
- Highway program at \$5,970,900 (Budget pages 77, 115-119)
- Rail program at \$42,224,858 (Budget pages 78, 121-127)
- Commuter Assistance program at \$919,600 (Budget pages 79, 129-133)

- Planning and Programming program at \$51,636,959 (Budget pages 80, 135-145)
- General Government program at \$1,739,900 (Budget pages 81, 147-153)

Personnel costs for Fiscal Year 2025/2026 are budgeted at \$4,902,400, or 3.1% of the budget, which is an increase of \$322,900 from the previous fiscal year. The proposed budget includes twenty-four employees (the same as last year) and two part-time intern positions. The wage cost of \$3,360,700 includes an approximately \$128,700 pool for merit increases for employees not at the top of their range and \$91,900 for a proposed three percent Cost of Living Adjustment (COLA). Benefits account for \$1,541,700, or 1.0% of the budget. Further information about personnel can be found within the Personnel Section of the budget (Budget pages 62-69).

Below are some of the notable changes in the proposed Fiscal Year 2025/2026 budget as compared to the Draft Budget presented in April 2025. Additional details of these major changes, as well as smaller changes to all task budgets, can be found within the individual budget tasks. The major changes that occurred compared to Draft Budget include:

- The Accessibility Services budget increased by \$61,200 for higher consultant costs due to a shift of the travel training budget from its previous location in the Rideshare program.
- The Transit Grant Administration budget increased by \$4.7 million due to higher pass-through grants to subrecipients.
- The Valley Express budget increased by \$96,000 due to higher contract services.
- The Intercity Service budget decreased by \$125,100 due to lower contract services.
- The Metrolink Commuter Rail budget increased by \$259,200 primarily due to increases in the Camarillo station rehabilitation project.
- The Rideshare budget decreased \$150,800 primarily in consultant services. This is partly due to the fact the travel training program shifted to the Accessibility Services budget.
- The Regional Transit Planning budget decreased \$84,200 due to a decrease in the Free Fare Programs.
- The Transportation Development Act budget decreased by \$633,558. This is primarily due to a decrease in total apportionment of \$455,896 due to higher VCTC Administrative costs resulting in a reduction in the amount to be apportioned. The remainder of the decrease is related to lower salaries/ benefits and STA, SGR pass through amounts.

After the final budgets were submitted and finalized, there were a few changes to the Valley Express budget to address a formula issue and redistribute the funds within the budget. After correcting the errors, the Contract Services line item decreased by \$600. These changes resulted in the Valley Express budget decreasing from \$4,136,748 to \$4,136,148, the FTA/FTA CMAQ amount decreasing and the Local Contribution - Bus Operations amount increasing. On May 14th the Heritage Valley Policy Advisory Committee approved the corrected version. These changes are not reflected in the proposed budget and a subsequent budget amendment will be presented to the Commission to address this matter.

The estimated ending Fiscal Year 2025/2026 fund balance (after contingency set aside) is expected to be \$17.9 million. The Commission's available General Fund balance (after reserves) is estimated at \$623,171. The other funds are restricted, and the estimated fund balances after reserve are \$375,962 for the Local Transportation Fund, \$11.5 million for the State Transit Assistance fund, \$1.4 million for the Service Authority for Freeway Emergencies fund, \$3.9 million for the State of Good Repair fund, \$25,367



for the Santa Paula Branch Line fund, and a zero balance for the VCTC Intercity Services and Valley Express funds.

It is important to note a few reasons the STA fund balance is at \$11.5 million. First, the STA fund balance is used for on-going cash flow needs when State and Federal grants are delayed as well as cashflow for the Highway 101 project. Also, these funds, although not currently budgeted, could be used for nonrecurring capital costs associated with Metrolink capital and rehabilitation expenditures, possible bus purchases for the VCTC Intercity Service or other transit projects benefiting the County. The current budget includes \$8.2 million STA Funds for the Sespe Creek bridge reconstruction. Staff continues to work with the Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) to seek reimbursement for the costs of emergency repairs and bridge reconstruction.

The Draft Budget was reviewed by the Finance Committee in March 2025 and by the full Commission at its April 2025 meeting with a public hearing.

As required by the VCTC Administrative Code, the proposed Fiscal Year 2025/2026 budget was submitted to the Finance Committee (Chair Judge, Vice-Chair McQueen-Legohn, and Past-Chair LaVere) for review. On May 29, 2025, the Finance Committee met to review and discuss the details of the Budget, and the Finance Committee recommended forwarding the Budget to the full Commission for review as presented and a public hearing.

The proposed Fiscal Year 2025/2026 Budget is a balanced budget and is a separate attachment to the agenda. Staff's recommendation is to:

- Conduct a public hearing to receive testimony on the Fiscal Year 2025/2026 Budget.
- Adopt the Fiscal Year 2025/2026 Salary Schedule (Attachment 1 of this item and Appendix C of the Fiscal Year 2025/2026 Budget) effective July 1, 2025.
- Adopt, by Resolution No. 2025-04, the proposed Fiscal Year 2025/2026 Budget.

After the Fiscal Year 2025/2026 Budget and Salary Schedule are approved by the Commission, they will be available on the VCTC website at [www.goventura.org](http://www.goventura.org).

**RESOLUTION NO. 2025-04**  
**A RESOLUTION OF THE**  
**VENTURA COUNTY TRANSPORTATION COMMISSION,**  
**THE VENTURA COUNTY AIRPORT LAND USE COMMISSION,**  
**VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**  
**VENTURA COUNTY CONSOLIDATED TRANSPORTATION SERVICE AGENCY**  
**VENTURA COUNTY CONGESTION MANAGEMENT AGENCY**  
**ADOPTING THE FISCAL YEAR 2025/2026 BUDGET**

The VENTURA COUNTY TRANSPORTATION COMMISSION, the VENTURA COUNTY AIRPORT LAND USE COMMISSION, the VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES, VENTURA COUNTY CONSOLIDATED TRANSPORTATION SERVICE AGENCY and the VENTURA COUNTY CONGESTION MANAGEMENT AGENCY, (hereinafter collectively referred to as "VCTC" or the "Commission") hereby finds and determines:

WHEREAS, the VCTC budget for Fiscal Year 2025/2026 has been presented to the Commission who has conferred with the Executive Director and appropriate staff in public meetings, and has deliberated and considered the proposed budget; and

WHEREAS, the budget was made available to the public and a public hearing was held by VCTC prior to this adoption as required by section 12, subsection f, of the VCTC Administrative Code;

NOW, THEREFORE, the Commission hereby resolves as follows:

Section 1. The Commission hereby approves the Fiscal Year 2025/2026 Budget and authorizes expenditures of \$158,700,970. Included in the budget adoption is the approval for all identified estimated revenues, expenditures, and transfers between funds as well as all salaries and applicable cost-of-living-adjustments as presented in the schedule of salary ranges for the fiscal year.

Section 2. The Executive Director and/or his designee is authorized to make payments as herein above set forth commencing on/or after July 1, 2025 in the manner and to the extent authorized by the VCTC Administrative Code.

Section 3. The Chair of VCTC is hereby authorized to execute this Resolution on behalf of VCTC and the Clerk of the Commission is hereby authorized to attest to the signature of the Chair and to certify the adoption of this resolution.

Section 4. This Resolution shall take effect immediately upon its adoption.

Adopted this 6<sup>th</sup> day of June 2025.

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Mike Judge, Chair

**ATTEST:**

**APPROVED AS TO FORM:**

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Roxanna Ibarra, Clerk of the Commission

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Steven T. Mattas, General Counsel

**Attachment 1**  
**Ventura County Transportation Commission**  
**Salary Schedule by Department**  
**Fiscal Year 2025/2026**  
**Effective July 1, 2025**

Department/Position	FTE	Annual Range Bottom*	Annual Range Top	Non-Exempt Hourly Rate		Exempt vs. Non-Exempt
				Bottom	Top	
ADMINISTRATION						
Executive Director	1.0	250,190	291,033			E
Program Manager, Government and Community Relations	1.0	109,251	169,338			E
Program Manager, Information Technology	1.0	109,251	169,338			E
Clerk of the Commission/Executive Assistant	1.0	109,251	169,338			E
Receptionist/Secretary	1.0	53,177	77,373	25.57	37.20	NE
ADMINISTRATION SUBTOTAL:	5.0					
FINANCE						
Finance Director	1.0	153,726	238,276			E
Program Manager, Accounting	1.0	109,251	169,338			E
Senior Accountant/Analyst	2.0	82,495	120,030	39.66	57.71	NE
FINANCE SUBTOTAL:	4.0					
PLANNING						
Planning and Sustainability Director	1.0	153,726	238,276			E
Program Manager, Transportation Planning	1.0	109,251	169,338			E
Program Manager, Transportation Data and Services	1.0	109,251	169,338			E
Administrative Assistant	0.1	53,177	77,373	25.57	37.20	NE
Intern (Part-time)	0.5			18.50	21.50	NE
PLANNING SUBTOTAL:	3.6					
PROGRAMMING						
Programming Director	1.0	153,726	238,276			E
Program Manager, Programming	2.0	109,251	169,338			E
Administrative Assistant	0.3	53,177	77,373	25.57	37.20	NE
PROGRAMMING SUBTOTAL:	3.3					
TRANSIT						
Public Transit Director	1.0	153,726	238,276			E
Program Manager, Regional Transit Planning	1.0	109,251	169,338			E
Program Manager, Transit Contracts	1.0	109,251	169,338			E
Transit Planner	2.0	82,495	120,030	39.66	57.71	NE
Transit Information Center and Technology Specialist	1.0	53,177	77,373	25.57	37.20	NE
Administrative Assistant	0.6	53,177	77,373	25.57	37.20	NE
Customer Service Representative	2.0	45,936	66,838	22.08	32.13	NE
Intern (Part-time)	0.5			18.50	21.50	NE
TRANSIT SUBTOTAL:	9.1					

**TOTAL BUDGETED POSITIONS: 25.0**

Intern positions are .46 FTE and were rounded up to .5 FTE

VCTC will automatically adjust any wage that does not meet California's minimum wage or local fair-market wage requirements.

Hourly time is based on a 2080 hour year. If more billable hours in a year, then budget would be adjusted accordingly



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Item #11

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: TRANSIT TRANSFORMATION TASK FORCE PRESENTATION**

**RECOMMENDATION:**

- Receive presentation on the Transit Transformation Task Force.

**BACKGROUND:**

SB 125 required CalSTA to establish and convene the Transit Transformation Task Force (TTTF) on or before January 1, 2024, and include representatives from the department, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The TTTF is required to solicit and develop a structured, coordinated process for engagement of all parties to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services. CalSTA, in consultation with the TTTF, is required to prepare and submit a report of findings and policy recommendations based on the TTTF's efforts to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The report must include a detailed analysis of specified issues and recommendations on specified topics, including, among others, reforming the Transportation Development Act. The TTTF will develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs.

The task force has met 10 times thus far and has three meetings remaining:

- Meeting #11
  - June 10, 2025, 10:00 am – 4:00 pm
  - LA Metro
- Meeting #12
  - August 1, 2025, 10:00 am – 4:00 pm
  - BART
- Meeting #13
  - September 30, 2025, 10:00 am – 4:00 pm
  - Sacramento Area Council of Governments

Previous agendas, meeting recordings and more information can be found here <https://calsta.ca.gov/subject-areas/sb125-transit-program>.

**ATTACHMENTS**

Attachment A – Report on TTTF Roadmap and TTTF Report Concepts



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Item #12

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SHORT RANGE TRANSIT PLAN - CONTRACT AMENDMENT NO. 3 WITH  
FEHR & PEERS**

**RECOMMENDATION:**

- Approve Contract Amendment #3 with Fehr & Peers in the amount of \$65,000 and authorize the Executive Director to execute the contract amendment.

**BACKGROUND:**

On October 6, 2023, VCTC awarded a contract to Fehr & Peers, in partnership with AMMA Transit Planning, to develop the Fiscal Year 2025-2034 Ventura County Short Range Transit Plan (SRTP). The plan has many components, including reviewing existing conditions, creating service development plans for all operators in Ventura County (except Gold Coast Transit who recently conducted their own), developing an outreach report and partnerships plan, as well as a conducting a fare study. Additionally, with the award with the Regional Early Action Program (REAP) grant award, the Paratransit Integration Analysis is included in this project.

The SRTP is a key component of VCTC's strategic efforts to enhance public transit services across Ventura County over the next ten years. The SRTP emphasizes extensive public outreach and stakeholder engagement to ensure the plan reflects the diverse needs of riders, community organizations, local governments, and businesses. As the project has progressed, it has become clear that additional time and resources are necessary to complete the SRTP.

**DISCUSSION:**

To ensure the successful completion of the SRTP, staff recommends amending the Agreement to complete the existing scope of work and extend project support and the term of the Agreement with an increase to the not to exceed amount under the Agreement. The consultant team has maintained regular bi-weekly check-ins, responded to supplemental requests from VCTC and its operators, and conducted additional meetings as needed. These efforts have proven valuable but have significantly increased labor hours.

Delays in data collection have also impacted the project timeline, causing setbacks to related tasks and requiring the team to revisit and revise previous analyses. Additionally, VCTC has determined that additional engagement with the Transit Operators Advisory Committee (TRANSCOM) is necessary to foster collaboration and gather more and comprehensive feedback from operators. This level of engagement exceeds the scope originally outlined in the consultant contract and is

essential to ensure the SRTP fully reflects the perspectives and priorities of the county's transit operators.

An increase to the project budget and an extension of the timeline will allow for a more refined and responsive SRTP, ensuring the final plan aligns with both community needs and regional transit priorities. Staff recommend approval of Amendment No. 3 to the Fehr & Peers Agreement extending the term and increasing the not to exceed amount by \$65,000, bringing the total not-to-exceed contract amount to \$779,933.

**FISCAL IMPACT:**

Sufficient funds are available in the current budget to cover the contract amendment. No additional appropriations are needed.

**ATTACHMENTS**

Attachment A – Short Range Transit Plan – Amendment No. 3



**CONTRACT AMENDMENT NO. 3  
CONSULTANT SERVICES AGREEMENT BETWEEN  
THE VENTURA COUNTY TRANSPORTATION COMMISSION (“VCTC”) AND  
FEHR & PEERS CONSULTING ASSOCIATES, INC.**

This Amendment No. 3 (“Amendment”) by and between the Ventura County Transportation Commission (“VCTC”) and Fehr & Peers., herein referred to as “Consultant,” is effective June 6, 2025. VCTC and Consultant shall be referred to collectively herein as “parties.”

**WHEREAS**, on October 6, 2023, VCTC entered into a consultant services agreement (“Agreement”) with Consultant; and,

**WHEREAS**, the parties entered into Amendment No. 1 to the Agreement on December 1, 2023 to incorporate Task 10 – Countywide Paratransit Integration Analysis; and

**WHEREAS**, the parties entered into Amendment No. 2 to the Agreement in February of 2024 to incorporate Consultant’s hourly billing rates into the Scope of Work; and

**WHEREAS**, the parties desire to further amend the Agreement through this Amendment No. 3 to extend the term of the Agreement by six months from June 30, 2025 to December 31, 2025 to allow for the completion of the Scope of Work;

**NOW, THEREFORE**, VCTC and Consultant agree as follows:

1. **Compensation:** VCTC hereby agrees to increase the total not-to-exceed amount set forth in Section 2 of the Agreement by \$65,000 to a total not-to-exceed amount of \$779,933
2. **Duration of Agreement:** The term of the Agreement shall be extended to December 31, 2025.

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

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

*[Signatures on the Following Page]*

IN WITNESS THEREOF, the parties have executed this Agreement No. 3 on the \_\_\_\_ day of \_\_\_\_\_ 2025.

VENTURA COUNTY TRANSPORTATION COMMISSION

by: \_\_\_\_\_  
Martin R. Erickson, Executive Director

Approved as to form

by: \_\_\_\_\_  
VCTC General Counsel

CONSULTANT: Fehr & Peers

by: \_\_\_\_\_



Item #13

June 6, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SESPE CREEK OVERFLOW RAILROAD BRIDGE PERMANENT REPAIR CONTRACT AWARD**

**RECOMMENDATION:**

- *Authorize Executive Director to finalize and execute an Agreement with Granite Construction, Inc. for Construction Contractor Services to repair the Sespe Creek Overflow railroad bridge in an amount not to exceed \$6,454,782.50, with a 10% contingency of \$645,487.25, for a total contract amount not to exceed of \$7,100,260.75.*

**BACKGROUND:**

Portions of the Santa Paula Branch Line (SPBL) railroad were damaged by flooding and high-water flows during severe winter storms in January 2023. Notably, the Sespe Creek Overflow railroad bridge sustained significant damage with approximately 90 feet of the bridge, two piers, and support structures having washed away. As VCTC pursued a phased approach to designing, engineering, and repairing the railroad bridge, on February 4-5, 2024, an atmospheric river storm and resulting water flows caused further erosion behind the abutment and underneath the railroad track structure, exposing approximately 50 additional feet of track beyond the damage caused by the January 2023 storm.

The railroad bridge requires reconstruction to restore rail service and reconnect the Fillmore-Piru segment with the remainder of the SPBL and the mainline at East Ventura. The Railroad Lease and Operations Agreement with Sierra Northern Railway (SNR) includes provisions covering responsibilities for repair or replacement of railroad facilities. In general, SNR is responsible for the cost of repair, replacement, or reconstruction of damaged railroad facilities for the railway to conduct its operations. However, in the case of "Damage Caused by Acts of God or Other Factors" (such as storm damage), the Agreement includes a provision for SNR and VCTC to cooperate to seek funding for repair or replacement of damaged railroad facilities. On January 14, 2023, a federal disaster was declared for California Severe Winter Storms, Flooding, Landslides, and Mudslides (DR-4683-CA), including Ventura County, which opened eligibility for Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) reimbursement of costs related to disaster recovery. On April 13, 2024, a second federal disaster was declared for several California counties affected by severe winter storms, tornadoes, flooding, landslides, and mudslides from January 31 to February 9, 2024 (DR-4769-CA). On November 21, 2024, FEMA determined that all damages and repairs to the Sespe Creek Overflow railroad bridge will be combined under the latter disaster (DR-4769).

Considering multiple factors and possible approaches, the Commission followed a phased and competitive procurement approach and solicitation for the design, construction management, and repair of the railroad bridge. In June 2023, VCTC executed a contract with RailPros for compliance with State and Federal environmental laws and permitting requirements, structural design and engineering, development of specifications consistent with applicable standards, evaluating design variations to mitigate future hazards, project management, coordination with the railroad operator, and preparation of construction bid documents. In February 2024, the Commission approved a contract for Construction Management Support

Services with RailPros. In September 2024, VCTC executed a contract with Summer Construction to stabilize the western embankment, remove the damaged abutment and suspended rail and ties, with work completed in October 2024.

In April 2025, the Commission authorized the release of an Invitation for Bids (IFB) for Construction Services to complete permanent repairs to the railroad bridge, including bank reconstruction and protective measures. Due to seasonal/environmental factors, the on-site construction window is May – September during the driest period of the year. Off-site activities to prepare for the on-site construction activities may be completed outside of the in-water work window but must also consider FEMA disaster-specific deadlines. The FEMA Activity Completion Deadline is 18 months from the disaster declaration date of April 13, 2024, or October 13, 2025, unless extended in writing by CalOES and FEMA.

## **DISCUSSION:**

*Scope of Work Overview.* The Sespe Creek Overflow railroad bridge repair consists of an overall total repair length of 97 feet 10 inches including repairs to the current standing connection bent, (2) spans, (2) piers, abutment and wingwall and the placement of rock slope protection (RSP). The foundation will consist of Cast-In-Drilled-Hole (CIDH) piles. The scope of the project includes but is not limited to the following categories of work: civil, earthwork, track work, environmental monitoring and implementation of best management practices (BMPs), water diversion plan, traffic control planning and coordination, bridge construction, and coordination with the City of Fillmore and the Ventura County Transportation Commission (VCTC). Due to the site's location within the creek channel, work is restricted to April 1 to September 14. The contractor will be expected to complete work within the creek channel (such as drilling and casting of piles) by September 14. Work outside of the channel may continue beyond that date. For any work that cannot be completed by the FEMA Activity Completion Deadline of October 13, 2025 for DR-4769, VCTC will request a brief extension from CalOES and FEMA to complete the project. The anticipated construction completion date for the project is October 31, 2025.

Upon completion of the bridge repairs, it is anticipated that VCTC will also pursue grant and other funding sources to restore the bank upstream of the bridge to provide additional long-term protection of the railroad bridge and Old Telegraph Road bridge, in cooperation with upstream landowners, the County of Ventura, Ventura County Watershed Protection District, and CalOES.

*Procurement Approach & Budget.* VCTC's Adopted Procurement Policies and Procedures, Section III Methods of Procurement, C. Sealed Bids (Formal Advertising). In accordance with the procurement policy, "bids are publicly solicited, and a firm-fixed-price contract (lump sum or unit price) is awarded to the responsible bidder whose bid, conforming with all the material terms and conditions of the invitation for bids, is the lowest in price." Based on geotechnical and hydrological evaluation of the post-disaster site conditions, design process results, and current market conditions, the construction cost estimate prior to release of the IFB is approximately \$7.5 million. With allowances and contingency, the estimated cost not-to-exceed is \$8.6 million. Estimated total costs to repair the bridge (including design, agency oversight, permit fees, and operator costs, etc. are approximately \$12.3 million. Alternatives considered, including in-kind replacement, had substantially higher cost estimates. The approved Fiscal Year 2024/2025 Santa Paula Branch Line Program Budget, Bridge Reconstruction Line Item, includes sufficient funding for the work anticipated to be completed within the current fiscal year. The draft Fiscal Year 2025/2026 Program Budget includes funding for the remainder of the estimated project cost utilizing State Transit Account (STA) revenues. VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs. As of Agenda publication deadline, funding for permanent repairs to the bridge are pending Environmental and Historic Preservation (EHP) review and obligation by FEMA as a Category C ("CAT C") project (Project # 754588).

*Environmental Review and Permitting.* VCTC recorded a California Environmental Quality Act (CEQA) Notice of Exemption (NOE) on August 24, 2023. VCTC recorded an updated CEQA NOE on May 6, 2024 to incorporate additional damage resulting from the February 2024 storms. The 35-day statute of limitations to challenge VCTC's determination that the project is exempt from CEQA expired on June 10, 2024, with no challenges having been filed or received.

VCTC has been advised that the project does not require a permit from the Ventura County Watershed Protection District per Ordinance WP-2, Section 203.

VCTC applied in February/March 2025 for the three required regulatory permits, as follows:

- Clean Water Act Section 404 Permit – U.S. Army Corps of Engineers
- Lake and Streambed Alteration – California Department of Fish & Wildlife
- Section 401 Water Quality Certification – Los Angeles Regional Water Quality Control Board

Applications for the above environmental regulatory permits remain under consideration by their respective regulatory agencies. Considering the current status of regulatory permit reviews, the timeline of the in-water work window, and the upcoming FEMA deadline for DR-4769, VCTC has been advised by its environmental consultants (HDR) in consultation with regulatory agencies to resubmit its permit applications as emergency permits to allow work to proceed while agency review continues ahead of permit issuance. The project requires VCTC to submit information to, and/or seek authorization from, the following agencies for emergency permits:

- U.S. Army Corps of Engineers – Regional General Permit (RGP) 63 - Repair and Protection Activities in Emergency Situations
- Regional Water Quality Control Board - RGP 63 Section 401 Water Quality Authorization
- California Department of Fish & Wildlife – Emergency Notification

Under the RGP 63 Start Work Date Section, “Any projects authorized under this RGP must be initiated within fourteen (14) days of receiving authorization to proceed”. Under this permit, the Construction contractor shall be required to mobilize on-site within 14-days of receiving authorization to proceed. Best management practices (BMPs) and anticipated mitigation measures are included in the bid package for contractor consideration and pricing, using an allowance approach to contractor mitigation requirements and costs. Should final mitigation measures vary significantly compared to those incorporated into the bid package, VCTC will update the scope of work and cost estimates accordingly, with a contractor change-order, if/as needed.

*Schedule.* The procurement timeline to date and projected construction schedule is shown in Table 1.

**Table 1. Schedule of Activities**

DATE	ACTION
9-Apr-25	IFB Released
16-Apr-25	Pre-Bid Conference (Fillmore)
16-Apr-25	On-Site Job Walk
30-Apr-25	Questions & Requests for Clarification or Approved Equals
21-May-25	Bid Due Date (Extended from May 16, 2025)
6-Jun-25	Commission Consideration of Contract Award
10-Jun-25	Notice to Proceed Target Date
June/July 2025	Mobilization and Begin Construction
July-Sep 2025	On-Site Construction and In-Water Work Window
October 2025	Complete Construction and Demobilization

The Commission approved the release of the Invitation for Bids (IFB) package, including template contract, design drawings, plans and specifications, reports, and bid instructions on April 4, 2025. The IFB package and supporting materials were posted online to the VCTC Contracts page and a notice transmitted by email to 21 construction and related firms, including six “target” firms. On April 16, VCTC convened a Pre-Bid Conference hosted at Fillmore City Hall and Job Walk on-site. Representatives from 12 firms attended the Pre-Bid Conference and Job Walk. VCTC received many questions and requests for approved equals and published four sets of response to questions and three addenda to help clarify bid requirements and project conditions.

To give prospective bidders additional time to consider updated bid requirements, VCTC extended the deadline to submit bids from the original Friday, May 16<sup>th</sup> deadline to Wednesday, May 21 at 12:00pm. A formula error in the price file was discovered on the morning of May 21. VCTC notified prospective bidders prior to opening that, to verify that all bids are accurate, VCTC would transfer each bidder's unit prices into a corrected spreadsheet for each line item, and the low bid determination would be based on the corrected totals. No additional changes were allowed to the bids upon submittal, and all required items were still due by bid time. Bids were opened starting at noon, available for viewing both in person and virtually via MS Teams. VCTC received six (6) bids ranging from a low of \$6,455,686.92 to a high of \$7,802,173.50. Five (5) bids contained price proposals that acknowledged and corrected for the price file formula error using the "Total Bid Price in Words" section to submit a total bid price. All six (6) bids were in line with the independent engineer's estimate prepared by RailPros. Bids received, calculated, and ranked are shown in Table 2.

**Table 2. Bids Received Comparison and Ranking**

<b>Firm Name</b>	<b>Submitted Bid (Hard Copy)</b>	<b>Calculated Bid per updated Price File</b>	<b>Difference between Submitted Bid &amp; Calculated Bid</b>	<b>RANK</b>	<b>Notes</b>
Jilk Heavy Construction	\$ 7,508,122.95	\$ 7,508,122.95	\$ -	3	
Granite Construction	\$ 6,455,686.92	\$ 6,454,782.50	\$ 904.42	1	Difference of \$904.42 results from hidden decimals in price file
Beador Construction	\$ 7,299,300.00	\$ 7,299,934.26	\$ (634.26)	2	Difference of -\$634.26 results from hidden decimals in price file
Myers & Sons Construct	\$ 7,802,173.50	\$ 7,801,150.31	\$ 1,023.19	5	Difference of \$1,023.19 results from hidden decimals in price file
Griffith Construction	\$ 7,783,542.54	\$ 7,783,051.23	\$ 491.31	4	Difference of \$491.31 results from hidden decimals in price file
MWC Construction	NA	\$ 7,482,261.65	NA	NA	No hard copy price file received. Electronic version and required bid package components received at 12:05pm with total bid of \$34,744,515.90. Electronic price file section "Total Bid Price in Words" not filled out.

Bids were then reviewed for completeness and compliance with bid requirements. The lowest responsible and responsive bidder was Granite Construction with a bid of \$6,445,487.25. Granite Construction has completed an extensive list of local public works projects, submitted all required bid forms and assurances, and demonstrated a good-faith effort to include target firms in the solicitation process and submitted bid. The staff recommendation includes approval for a 10% contingency given the complexity and short timeframe within which to complete the project.

As also noted above, the Fiscal Year 2024/2025 Santa Paula Branch Line program budget includes sufficient funding to complete the bridge repair work projected to be done during the current fiscal year, and the proposed Fiscal Year 2025/2026 program budget includes funding for remaining bridge repairs to be funded through State Transit Account (STA) funding as a bridge to FEMA reimbursement.

**RECOMMENDATION:**

Staff recommends that the Commission authorize the Executive Director to finalize and execute an Agreement with the lowest responsive and responsible bidder, Granite Construction for Contractor Services, to repair the Sespe Creek Overflow railroad bridge in an amount not to exceed \$6,454,782.50, with a 10% contingency of \$645,487.25, for a total contract amount not to exceed of \$7,100,260.75.