



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

AGENDA*

**Actions may be taken on any item listed on the agenda*

**IN-PERSON
CITY OF CAMARILLO COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA 93010
FRIDAY, MAY 9, 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. 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 APRIL 4, 2025, MEETING PG.7**

Recommended Action:

- Approve the summary minutes of APRIL 4, 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 March.

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

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

Recommended Action:

- 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:

	Original	Amendment No 1
Fiscal Year	Not to Exceed	Not to Exceed
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

Responsible Staff: Lupe Acero, Finance Director and Thao Le, Program Manager, Accounting

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

Recommended Action:

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

Responsible Staff: Amanda Fagan, Director of Planning and Sustainability

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

Recommended Action:

- 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.

Responsible Staff: Geiska Velasquez, Program Manager, Programming

- 9F. [COORDINATED ADAPTIVE RAMP METERING FEASIBILITY STUDY – APPROVAL OF APPLICATION FOR SURFACE TRANSPORTATION BLOCK GRANT \(STBG\)- PG.29](#)
Recommended Action:
- *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](#)
Recommended Action:
- *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.*
- Responsible Staff: Heather Miller, Program Manager, Programming**
- 9H. [LEGISLATIVE UPDATE PG.33](#)
Recommended Action:
- *Receive and file.*
- Responsible Staff: Darrin Peschka, Program Manager, Government & Community Relations**
- 9I. [THIRD AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT WITH MARTIN ERICKSON-PG.53](#)
Recommended Action:
- *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.*
- Responsible Staff: Steve Mattas, General Counsel**
- 9J. [AMERICANS WITH DISABILITIES \(ADA\) CERTIFICATION SERVICES CONTRACT AWARD-PG.59](#)
Recommended Action:
- *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.*
- Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning and Dolores Lopez, Transit Planner**
- 9K. [CALIFORNIA VANPOOL AUTHORITY \(CALVANS\) JOINT POWERS AUTHORITY \(JPA\) AGREEMENT AMENDMENT PG.61](#)
Recommended Action:
- *Approve the amended agreement for the California Vanpool Authority (CalVans) Joint Powers Authority (JPA).*
- Responsible Staff: Claire Grasty, Public Transit Director and Dolores Lopez, Transit Planner**

DISCUSSION CALENDAR:

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

Recommended Action:

- 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

Responsible Staff: Dolores Lopez, Transit Planner and Claire Grasty, Public Transit Director

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

Recommended Action:

- 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).

Responsible Staff: Peter De Haan, Director of Programming

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

Recommended Action:

- 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.

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

13. GENERAL COUNSEL REPORTS-

14. 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

Coast Rail Coordinating Council-(CRCC)

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments-(CalCog)

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

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)

2. Public Employee Performance Evaluation and Appointment

(Pursuant to Gov. Code Section 54957)

Title: General Counsel

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



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Item #9A

May 9, 2025

MEETING MINUTES OF APRIL 4, 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 9:00 a.m. at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Chair Judge.

ROLL CALL/MEMBERS PRESENT:

Mike Judge, City of Simi Valley
Martha McQueen-Legohn, City of Port Hueneme
Dani Anderson, Citizen Rep., Cities
Carrie Broggie, City of Fillmore
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Bob Engler, City of Thousand Oaks
Doug Halter, City of Ventura
Matt LaVere, County of Ventura
Luis McArthur, City of Oxnard
Janice Parvin, County of Ventura
Tony Trembley, City of Camarillo
Jim White, Citizen Rep., County of Ventura
Monica Benavides, Chief Deputy District 7 Caltrans Director

ABSENT:

Jeff Gorell, County of Ventura
Rachel Lang, City of Ojai
Kelly Long, County of Ventura
Vianey Lopez, County of Ventura

4. PUBLIC COMMENTS – There were no public comments.

5. CALTRANS REPORT – Monica Benavides, Chief Deputy District Director for District 7, gave the Caltrans report for the month of April.

6. COMMISSIONER REPORTS – There were none.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following items:

- Welcomed and introduced the new VCTC Finance Director Lupe Acero to the commission.

- Congratulated Chair Mike Judge on becoming the Chair of the Southern California Association of Governments (SCAG) Transportation Committee. Chair Judge has served on the committee for several years advocating for critical regional transportation issues.
- Congratulated Commissioner Jenny Crosswhite on the SCAG Regional Council vote to send her name to the General Assembly for election to the position of Second Vice President of the SCAG Regional Council.
- Darrin Peschka, program manager of government and community relations, recently completed the California Academy for Regional Leaders (CARL) program offered by the California Association of Councils of Governments (CalCOG).

8. ADDITIONS/REVISIONS – There were none.

9. CONSENT CALENDAR

There was one public comment on item 9F-from Kristen Decas, Port of Hueneme CEO and Director, who thanked the commission and staff for their consideration for approval of the Port of Hueneme North Terminal Shoreside Power Project.

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

9A. APPROVE MINUTES OF MARCH 7, 2025, MEETING

Recommendation:

- Approve the summary minutes of March 7, 2025.

9B. MONTHLY BUDGET REPORT

Recommendation:

- Receive and file the monthly budget report for February.

9C. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MARCH 2025

Recommendation:

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

9D. SESPE CREEK OVERFLOW RAILROAD BRIDGE PERMANENT REPAIR INVITATION FOR BIDS

Recommendation:

- Authorize Executive Director to finalize and release an Invitation for Bids for Construction Contractor Services to repair the Sespe Creek Overflow railroad bridge.

9E. FY 2024/25 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION

Recommendation:

- Approve Fiscal Year (FY) 2024/2025 Low Carbon Transit Operations Program (LCTOP) allocation request of \$2,129,456 in regional funds and \$26,184 in local shares from the cities of Moorpark, Camarillo and Thousand Oaks for a total allocation request of \$2,155,640 for Ventura County's "Free Fare" program.

9F. PORT OF HUENEME NORTH TERMINAL SHORESIDE POWER PROJECT COST INCREASE

Recommendation:

- Approve programming of \$4,000,000 in CMAQ funds to cover the unanticipated additional cost to award the contract to complete the Port of Hueneme North Terminal Shoreside Power Project.

9G. REVISION TO JOBS ACCESS REVERSE COMMUTE (JARC) PROGRAM

Recommendation:

- Recommend VCTC approve reprogramming a total of \$50,000 in unexpended balance from the Free Low-Income Transit Passes to the Thousand Oaks Employee Rideshare Vehicle

9H. VCTC PROJECT PRIORITIZATION FRAMEWORK FOR THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REGIONWIDE CALL FOR PROJECTS NOMINATIONS FOR SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING

Recommendation:

- Approve the VCTC Project Prioritization Framework provided in Attachment A.

9I. CONSULTANT BENCH CONTRACT INCREASE – COH & ASSOCIATES INC.

Recommendation:

- Authorize the Executive Director to approve the attached contract amendment with COH & Associates Inc., to increase the contract amount to \$100,000, as part of the approved VCTC Grant Writing and Transit Management Support Consultant Bench, to provide for continued work on various items including transportation grant writing and transit management.

9J. SUBRECIPIENT AGREEMENT WITH INTERFACE CHILDREN & FAMILY SERVICES, INC.

Recommendation:

- Authorize the Chair to execute the attached agreement with Interface Children & Family Services, Inc.(interface) for administration of Federal Transit Administration (FTA) funds by VCTC.

9K. 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 a Memorandum of Understanding (MOU) amendment 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.
- Amend the FY2024-2025 VCTC Metrolink budget by adding \$300,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$300,000

9L. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL EARLY ACTION (REAP) 2.0 GRANT PROGRAM - AGENCY REIMBURSEMENT AGREEMENT FOR COUNTYWIDE TRANSIT STOPS AND STATIONS INFRASTRUCTURE IMPROVEMENTS

Recommendation:

- Authorize the Executive Director to negotiate and execute reimbursement agreements with participating local agencies for implementation of Regional Early Action Planning (REAP) 2.0 Grant Program projects.

9M. TRANSPORTATION DEVELOPMENT ACT (TDA) AUDITS FOR FISCAL YEAR 2023/2024

Recommendation:

- Receive and file the Transportation Development Act (TDA) Audits for Fiscal Year 2023/2024.

DISCUSSION CALENDAR:

10. FISCAL YEAR 2025/2026 DRAFT BUDGET

Recommendation:

- Conduct a Public Hearing to receive testimony on the Fiscal Year 2025/2026 Draft Budget.
- Receive the Fiscal Year 2025/2026 Draft Budget and Salary Schedule (See Attachment 1 of this item and Appendix C of the Fiscal Year 2025/2026 Draft Budget).

Lupe Acero, Finance Director and Executive Director Martin Erickson presented a PowerPoint on the Fiscal Year 2025/2026 draft budget to the Commission. Chair Judge opened the public hearing at 9:40 a.m. for the draft budget for Fiscal Year 2024/2025. Chair Judge closed the public hearing at 9:41 a.m. There were no public speakers.

Commissioner Parvin moved to approve item 10 Fiscal Year 2025/2026 Draft Budget. The motion was seconded by Vice-Chair McQueen-Legohn and passed unanimously.

11. LEGISLATIVE UPDATE

Recommendation:

- Receive and file.

Darrin Peschka introduced lobbyist Delaney Hunter from Seaside Advocacy, who gave a presentation to the commission about the state budget and other transportation related issues out of Sacramento. The commission received and filed the legislative update.

12. GENERAL COUNSEL REPORTS- Nothing to report.

13. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Chair Judge stated that the SCAG Regional Transportation Committee meeting had a presentation and discussion regarding new technology for transportation. Commissioner Crosswhite added that during the Energy and Environmental Committee there was a presentation on general plant safety elements and their requirements. Commissioner Engler stated that during the Housing Committee there was a good presentation regarding fire safety and Fire Safe Councils.

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Trembley stated he and Commissioner Engler attended the Metrolink retreat in Orange County. He stated the primary topics of discussion were dedicated to revenue sources and preparation for L.A. 2028, and Metrolink seeking funding for those efforts at the federal level. He stated they also received a briefing by BNSF as a freight railroad.

Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) aka Amtrak Pacific Surfliner

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White reported there is work being done with regard to the Strawberry Festival coming up in May. He reported the next LOSSAN meeting would take place May 19th.

Coast Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White stated the next CRCC meeting will take place in San Jose on May 16th, and he was named the Vice-Chair of the Coast Rail Coordinating Council (CRCC).

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite said there was nothing to report as they have not met recently.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White stated the next CalVans meeting will be on May 17th in Sacramento, CA.

14. CLOSED SESSION ITEMS:

- 14a. Closed Session: Public Employee Performance Evaluation (Pursuant to Government Code Section 54957) Title Executive Director**
- 14b. Closed Session: Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6) Agency Designated Representative: Steve Mattas and Lindsay D'Andrea
Unrepresented employee: Executive Director**
- 14c. Closed Session: Conference with Legal Counsel – Existing Litigation
Pursuant to Government Code Section 54956.9(d)(1) – VCTC v. Delaware Hidden Valley
Grant Apartments, LLC et al. (Case No. 2023CUEI017486)**

The commission went into closed session at 10:10 a.m. No reportable action out of closed session at this time.

15. ADJOURN to 9:00 a.m. Friday, MAY 9, 2025, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



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Item #9B

May 9, 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 March 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 March 31, 2025, budget report indicates that the revenues were approximately 50.53% of the adopted budget while expenditures were approximately 45.11% 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 MARCH 31, 2025**

Assets and Deferred Outflows

Cash and Investments	\$90,262,268
Receivables/Due from other funds	4,648,773
Prepays and Deposits	830,037
Capital Assets, undepreciated	26,357,123
Capital Assets, depreciated, net	24,630,370
Deferred Outflows	<u>2,227,653</u>
Total Assets and Deferred Outflows	<u>\$148,956,225</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 3,346,412
Deferred Revenue	29,562,955
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	<u>2,737</u>
Total Liabilities and Deferred Inflows:	<u>\$ 35,798,944</u>

Net Position:

Invested in Capital Assets	\$50,987,493
Fund Balance	<u>62,169,787</u>
Total Net Position	<u>\$113,157,280</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE NINE MONTHS ENDED MARCH 31, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 6,189,851	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,149,983	\$ 917,516	\$ 10,257,350	\$ 25,177,982	(14,920,632)	40.74
State Revenues	22,577,904	29,844,424	5,004,025	1,114,286	971,675	5,439	447,895	0	59,965,648	118,798,949	(58,833,301)	50.48
Local Revenues	110,437	0	0	0	0	371,872	1,697,829	1,753,368	3,933,506	5,236,850	(1,303,344)	75.11
Other Revenues	2,659	0	0	260	0	0	291,083	13,826	307,828	26,000	281,828	1,183.95
Interest	488,483	221,804	626,123	79,208	184,359	7,851	20,475	8,434	1,636,737	1,370,000	266,737	119.47
Total Revenues	29,369,334	30,066,228	5,630,148	1,193,754	1,156,034	385,162	5,607,265	2,693,144	76,101,069	150,609,781	(74,508,712)	50.53
Expenditures												
Administration												
Personnel Expenditures	2,969,262	0	0	0	0	0	110,412	58,652	3,138,326	4,579,500	(1,441,174)	68.53
Legal Services	8,110	0	0	0	0	0	0	0	8,110	46,200	(38,090)	17.55
Professional Services	132,509	0	0	0	0	0	0	0	132,509	245,200	(112,691)	54.04
Office Leases	160,824	0	0	0	0	0	0	0	160,824	223,400	(62,576)	71.99
Office Expenditures	733,432	0	0	0	0	0	85,955	45,661	865,048	1,057,000	(191,952)	81.84
Total Administration	4,004,137	0	0	0	0	0	196,367	104,313	4,304,817	6,151,300	(1,846,483)	69.98
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	1,128,529	0	0	0	0	0	0	0	1,128,529	8,663,411	(7,534,882)	13.03
SD-Accessible Mobility Service	236,166	0	0	0	0	0	0	0	236,166	772,000	(535,834)	30.59
VCTC Intercity Bus Services	0	0	0	0	0	0	6,590,550	0	6,590,550	22,566,338	(15,975,788)	29.21
Valley Express Bus Services	0	0	0	0	0	0	0	1,523,628	1,523,628	6,289,700	(4,766,072)	24.22
Transit Grant Administration	22,917,847	0	0	0	0	0	0	0	22,917,847	37,453,933	(14,536,086)	61.19
Total Transit & Transportation	24,282,542	0	0	0	0	0	6,590,550	1,523,628	32,396,720	75,745,382	(43,348,662)	42.77
Highway Program												
Motorist Aid Services	0	0	0	1,030,731	0	0	0	0	1,030,731	1,980,900	(950,169)	52.03
Highway Program Management	250,509	0	0	0	0	0	0	0	250,509	4,459,846	(4,209,337)	5.62
Total Highway	250,509	0	0	1,030,731	0	0	0	0	1,281,240	6,440,746	(5,159,506)	19.89

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED MARCH 31, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program												
Metrolink & Commuter Rail	8,674,818	0	0	0	0	0	0	0	8,674,818	23,829,540	(15,154,722)	36.40
LOSSAN & Coastal Rail	8,475	0	0	0	0	0	0	0	8,475	11,400	(2,925)	74.34
Santa Paula Branch Line	0	0	0	0	0	1,552,488	0	0	1,552,488	14,133,430	(12,580,942)	10.98
Total Rail	8,683,293	0	0	0	0	1,552,488	0	0	10,235,781	37,974,370	(27,738,589)	26.95
Commuter Assistance Program												
Reg Transit Information Center	12,035	0	0	0	0	0	0	0	12,035	55,183	(43,148)	21.81
Rideshare Programs	138,153	0	0	0	0	0	0	0	138,153	314,300	(176,147)	43.96
Total Commuter Assistance	150,188	0	0	0	0	0	0	0	150,188	369,483	(219,295)	40.65
Planning & Programming												
TDA Administration	240,500	28,970,918	265,757	0	48,629	0	0	0	29,525,804	42,807,939	(13,282,135)	68.97
Transportation Programming	24,802	0	0	0	0	0	0	0	24,802	83,900	(59,098)	29.56
Regional Transportation Planni	494,326	0	0	0	0	0	0	0	494,326	1,420,962	(926,636)	34.79
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	13,635	(13,635)	0.00
Regional Transit Planning	1,898,140	0	0	0	0	0	0	0	1,898,140	7,157,000	(5,258,860)	26.52
Total Planning & Programming	2,657,768	28,970,918	265,757	0	48,629	0	0	0	31,943,072	51,483,436	(19,540,364)	62.05
General Government												
Community Outreach	150,948	0	0	0	0	0	0	0	150,948	226,600	(75,652)	66.61
State & Federal Relations	101,433	0	0	0	0	0	0	0	101,433	155,500	(54,067)	65.23
Management & Administration	99,388	0	0	0	0	0	0	0	99,388	282,600	(183,212)	35.17
Total General Government	351,769	0	0	0	0	0	0	0	351,769	664,700	(312,931)	52.92
Total Expenditures	40,380,206	28,970,918	265,757	1,030,731	48,629	1,552,488	6,786,917	1,627,941	80,663,587	178,829,417	(98,165,830)	45.11

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE NINE MONTHS ENDED MARCH 31, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(11,010,872)	1,095,310	5,364,391	163,023	1,107,405	(1,167,326)	(1,179,652)	1,065,203	(4,562,518)	(28,219,636)	23,657,118	16.17
Other Financing Sources												
Transfers Into GF From LTF	11,361,705	0	0	0	0	0	0	0	11,361,706	11,348,870	12,836	100.11
Transfers Into GF From STA	1,775,684	0	0	0	0	0	0	0	1,775,684	5,761,799	(3,986,115)	30.82
Transfers In GF From SGR	309,733	0	0	0	0	0	0	0	309,733	5,931,543	(5,621,810)	5.22
Transfers Into GF From SAFE	313,111	0	0	0	0	0	0	0	313,111	442,000	(128,889)	70.84
Transfers Into GF From SPBL	131,532	0	0	0	0	0	0	0	131,532	190,200	(58,668)	69.15
Transfers Into SPBL From STA	0	0	0	0	0	1,678,581	0	0	1,678,581	12,216,630	(10,538,049)	13.74
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	22,844	22,844	1,307,500	(1,284,656)	1.75
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	(1,775,684)	0	0	0	0	0	(1,775,684)	(5,761,799)	3,986,115	30.82
Transfers Out of STA Into SPBL	0	0	(1,678,581)	0	0	0	0	0	(1,678,581)	(12,216,630)	10,538,049	13.74
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	(313,111)	0	0	0	0	(313,111)	(442,000)	128,889	70.84
Transfers Out of SPBL Into GF	0	0	0	0	0	(131,532)	0	0	(131,532)	(190,200)	58,668	69.15
Transfers Out of SGR Into GF	0	0	0	0	(309,733)	0	0	0	(309,733)	(5,931,543)	5,621,810	5.22
Transfers Out of SGR Into VE	0	0	0	0	(20,540)	0	0	0	(20,540)	(1,300,000)	1,279,460	1.58
Total Other Financing Sources	13,891,765	(11,361,706)	(6,456,569)	(313,111)	(330,273)	1,547,049	3,000,000	22,844	0	0	0	0.00
Net Change in Fund Balances	2,880,893	(10,266,396)	(1,092,178)	(150,088)	777,132	379,723	1,820,348	1,088,047	(4,562,518)	(28,219,636)	23,657,118	16.17
Beginning Fund Balance w/o capital assets Pension/OPEB/Vacation/Leases/SBITA Net Adjustment*	5,830,033	18,194,081	31,497,588	3,975,722	7,794,251	25,367	43,274	0	67,360,316	33,572,663	33,787,653	
Fund Balance as of	8,127,228	7,927,685	30,405,410	3,825,634	8,571,383	405,090	1,819,313	1,088,047	62,169,791	5,353,027	56,816,764	

*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 MARCH 31, 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.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$24,486.85	EAC & 1.08%	\$ 4,957,628.12
LAIF	State Pool	N/A	156,877.20	4.62%	9,823,873.43
County of Ventura	Treasury Pool	N/A	1,442,116.02	4.46%	75,346,212.16
State of California	Deposit on Mediation	N/a	13,257.13		0
VCCF Bike Fund	Investment	N/A	Annually	annually	19,306.92
Total			\$1,636,737.20		\$90,147,020.63

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

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: AMENDMENT TO CONTRACT FOR PROFESSIONAL AUDITING SERVICES

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:

Fiscal Year	Original	Amendment No 1
	Not to Exceed	Not to Exceed
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

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is responsible for the administration of the Transportation Development Act (TDA) funds which include Local Transportation Fund (LTF) and State Transportation Assistance (STA), as well as the administration of the State of Good Repair (SGR), the Proposition 1B Transit funds, and the Low Carbon Transit Operations Program (LCTOP) funds that flow through Ventura County. As part of its administrative duties, VCTC contracts with an auditing firm on behalf of the cities/County that receive LTF, STA, SGR, Proposition 1B, and LCTOP funds to have the State required annual audits reports completed and filed.

DISCUSSION:

Amendment number one is required to add professional, TDA, SGR, Proposition 1B, and LCTOP financial and compliance auditing services for city of Moorpark and for LCTOP audit services for the city of Simi Valley starting with Fiscal Year 2024/2025. These services were not included in the original contract. In previous fiscal years, the city of Moorpark contracted their own audit firm to conduct the TDA

Audit; the city has agreed to have the TDA audit performed by the audit firm, ASM LLP, contracted by VCTC. The amendment also includes the LCTOP audit services for the city of Simi Valley, which were not included in the original contract.

General Counsel reviewed and approved the contract amendment (Attachment A). The cost of the audits will be financed from the LTF administration funds and included within the TDA Administration budget.



Item #9D

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR APRIL 2025

RECOMMENDATION:

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

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 presentations on SPBL operations were provided at June 2, October 6, November 3, and December 1, 2023, and January 5, February 2, March 1, April 5, and May 10, June 6, and September 2024 meetings, with written staff reports provided to the Commission in July and September 2023, October, November and December 2024, and January, February and March 2025. At the September 6, 2024 meeting, the Commission directed Staff to provide a written report on the Consent agenda for future meetings. As such, the following report includes updates for the month of April 2025.

DISCUSSION:

April 2025 updates and activities include:

- *Leasing, Licensing, and Rights-of-Entry*
 - Two lease reassignments (Loose Caboose/Barnyard, Lindgren/Underwood) remain outstanding. VCTC continues to follow up with new licensees periodically (County of Ventura/Broadband, Fillmore RV storage facility) to ensure license terms are met.
 - In alignment with the new 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>. During April, VCTC staff prepared a set of questions to assist with the preparation of scopes of work for ROE applications to address deficiencies in recent ROE package submittals.

- In April, VCTC staff and SNR continued to coordinate right-of-entry and licensing for two sewer projects, one in Saticoy and one near Fillmore.
- **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 April 29, VCTC staff participated in a virtual public workshop to share updates on the project, which is currently at the 90% design stage. 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. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
 - On April 25, staff met with the Project Manager and Deputy Project Manager from WSP USA, Inc., the prime consultant under contract to update the SPBL Trail Master Plan. On May 7, the first Project Development Team meeting will be conducted. Formation of the Technical Advisory Committee and Citizens Advisory Committee are underway, with public outreach and engagement to begin in May/June.
- **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 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.
 - 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.
 - After the April 4th 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. Staff plans to bring the contract award to the June 2025 Commission meeting.
- **Coordination with Sierra Northern Railway**
 - VCTC staff and Sierra Northern Railway re-established a monthly virtual meeting 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. SNR anticipates an beginning the project in May, 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.
- 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.



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Item #9E

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

SUBJECT: SECTION 13(C) LABOR AGREEMENT

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.

BACKGROUND:

VCTC staff will be filing grant applications with the Federal Transit Administration (FTA) to fund VCTC's FY 2024/25 federal transit projects as well as other local agency projects. As with all federal transit grant applications, we are required to enter into a U.S. Department of Labor certified agreement, commonly referred to as Section 13(C), with the Service Employees International Union (SEIU) which represents both Gold Coast Transit and Simi Valley Transit employees. Federal law requires that VCTC protect the jobs of union represented public transit workers and ensure that transit employees be compensated if jobs are lost as a direct result of proposed projects. Specifically, the federal government requires that the protective arrangements include:

- Preservation of rights, privileges, and benefits (including continuation of pension rights and benefits) under existing collective bargaining agreements;
- Continuation of collective bargaining rights;
- Protection of individual employees against worsening of their positions with respect to their employment;
- Assurances of employment and priority of re-employment;
- Paid training or re-training programs.

These protective arrangements are included in the proposed Agreement (Attachment A). The Agreement is identical to the Agreement approved by the Commission for all previous grant applications over the past years.

VCTC staff's analysis indicates that none of the projects to be included in the grant application pose a risk to either Gold Coast Transit or Simi Valley Transit employees. All projects to be included in the grant applications are in VCTC's FY 2024/25 Program of Projects (POP), which was approved by the Commission on December 6, 2024.



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Item #9F

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: COORDINATED ADAPTIVE RAMP METERING FEASIBILITY STUDY – APPROVAL OF APPLICATION FOR SURFACE TRANSPORTATION BLOCK GRANT (STBG)

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.

BACKGROUND:

At the February meeting, the Commission heard a presentation on the status of the US 101 Improvements project environmental document phase. This presentation included information on Coordinated Adaptive Ramp Metering, a freeway management system which uses multiple control algorithms to control traffic flows. Although included in the presentation for the Commission's information about possible future projects, Adaptive Ramp Metering is not part of the scope of the US-101 HOV Lanes / Express Bus Lanes project which is the subject of the ongoing environmental document preparation. However, Adaptive Ramp Metering could be a key part of a solution to corridor transportation issues, particularly given insufficient funding being available for HOV / Express Bus Lanes encompassing the entire corridor.

At the April meeting, the Commission approved the VCTC Project Prioritization Framework to provide the basis for the project nomination process for STBG and Congestion Mitigation & Air Quality (CMAQ) funding in Ventura County. Applications must be submitted by May 16, 2025, after which VCTC uses the adopted Framework to submit recommended priorities to SCAG. SCAG will select projects for funding on a regionwide basis.

DISCUSSION:

Since project feasibility studies are eligible for STBG funds, staff recommends that as a first step in moving forward with Coordinated Adaptive Ramp Metering, VCTC prepare a request for STBG funding to undertake a feasibility study evaluating the potential for Coordinated Adaptive Ramp Metering along the US-101 corridor. If approved by the Commission, VCTC would request 88.53% of the study cost, or

\$531,180, to come from STBG, with the remainder to come from the SAFE Fund as match. Sufficient funding is available in the SAFE Fund balance to cover the local share should the grant be awarded.

The feasibility study would evaluate the specific characteristics of the US-101 corridor, including traffic patterns, to consider the likely effectiveness for a state-of-the-art system of traffic-actuated coordinated ramp meters. A key part of the analysis will determine the ramp modifications needed to accommodate the cars waiting for the green signal to enter the freeway. It is anticipated, however, that there will be a reduced need for such ramp modifications, since the adaptive ramp metering can make real-time adjustments to balance the traffic flows to prevent too much backup on the ramps. The study will produce cost estimates in sufficient detail to support funding requests for project implementation.

VCTC staff expect to submit applications for other projects as well, including an application for STBG for the US 101 HOV Lane / Express Bus Lanes project. All projects submitted by VCTC and other agencies will be on the July Commission agenda for approval of VCTC's recommended prioritization.



Item #9G

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: HEATHER MILLER, PROGRAM MANAGER
SUBJECT: FY 2024/25 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION

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.

DISCUSSION:

On April 4, 2025, this Commission approved the FY 2024/25 Low Carbon Transit Operations Program (LCTOP) allocation request totaling \$2,155,640 for Ventura County’s Free Fare program. This program allows youth under 18 and college enrolled students to ride any public transit bus in Ventura County without cost anytime, anywhere. The program also provides three “free fare days” annually for the general public to ride public transit bus service in Ventura County free of cost. VCTC must submit an allocation request for funds to Caltrans that includes an approved Board Resolution. The Board Resolution 2025-02 (Attachment “A”) authorizes the Executive Director to execute all required documents to receive the fiscal year project funds.

Additionally, staff seeks approval to submit a Corrective Action Plan (Attachment “B”) transferring \$388,046 in LCTOP FY 2023/24 Metrolink Weekend Service program funds to the FY 2023/24 Free Fare program. This transfer ensures that the Free Fare program is sufficiently funded while waiting for new FY 2024/25 funds, anticipated to be released by the State Controller’s Office (SCO) in December of this year. Any outstanding operating costs for Metrolink weekend service will be absorbed by the regular Metrolink budget.



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Item #9H

May 9, 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

Congress was on a two-week recess April 14-25. Many members returned to their districts to meet with constituents and attend to various issues. Members returned to Washington, D.C., on April 28.

State Issues

Cap-and-trade program

Gov. Gavin Newsom and leaders of the state Senate and Assembly in April announced that they would seek an extension of California's cap-and-trade program this legislative year. The cap-and-trade program 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. Among the programs funded by cap-and-trade is the Low-Carbon Transit Operations Program. LCTOP funds support VCTC's free-fare transit programs, including Youth Ride Free and College Ride. The cap-and-trade program is set to expire in 2030. In a news release, the governor said he would release details of his plan soon.

Attachment A is the monthly report of Delaney Hunter, the Commission's state lobbyist. At the Commission's request, the April report includes an update about the Transit Transformation Task Force, a working group established under Senate Bill (SB 125) to provide policy recommendations to grow transit ridership, address operational needs and improve the transit experience for all users.

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



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

Legislative Update

The Legislature reconvened from its week-long Spring Recess on April 21st. During April, much of the Legislature worked to develop their legislative package and to amend substantive language into the early introduced spot bills. Legislation has started to take shape and a number of key issues have surfaced as high priority for the Legislature this year. Simultaneously, the Budget Sub Committees are also meeting regularly to review the items in the Governor's January Budget proposal. These committees will continue to make recommendations prior to the Governor's May Revise.

In addition to these larger topics of importance, there are currently 1,667 Assembly bills and 978 Senate bills moving through the process. The deadline to move out of the first house policy committee for bills that are tagged fiscal is May 2nd. As a result, the last two weeks of April consisted of long hearings where a majority of bills were heard for the first time. For bills that are referred to more than one policy committee, there is a quick turnaround from one hearing to the next. Once these bills advance out of the policy committee stage, legislation will move to the respective Appropriations Committee for a debate on the fiscal aspects of the bill. The month of May will be focused on these fiscal issues, including a hearing on the Suspense File, where bills with a larger price tag are often held in Committee.

As we close out the month of April, the next step in the budget process is on the horizon. The Governor must submit his "May Revise" on or by May 14th. This typically serves as a post-tax collection update to state revenues and allows the Governor to revise and refine his January budget proposal.

Seaside Advocacy will continue to update VCTC on new amendments to bills, newly introduced legislation, and the outcome of these upcoming policy committee hearings.

Transit Transformation Task Force Update

SB125 established the Transit Transformation Task Force (TTTF) to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. The California State Transportation Agency (CalSTA) appointed 25 members to the TTTF, including representatives from state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. CalSTA, in consultation with the TTTF, will prepare a report of findings and policy recommendations based on the TTTF's efforts and submit it to the Legislature by October 31, 2025.

On March 11th, TTTF held its ninth public meeting. The focus of the meeting was to discuss recommendations for strategies to provide first and last-mile access to transit, to discuss accessible transportation, including paratransit, dial-a-ride, and transit needs of seniors and people with disabilities, and to discuss the Transportation Development Act (TDA) reform for transit operations, funding, and unmet needs process.

During the meeting, the task force members agreed on the importance of first- and last-mile access to transit. Members called for the inventory of accessibility features at bus stops and transit/rail stations, for planning purposes and for providing rider information on accessibility. Members emphasized the need for consistent funding for active transportation projects, which are typically over-subscribed and are often the first to face cuts during budget deficits. During the TDA recommendations discussion, one of the task force members suggested to remove farebox recovery and Consumer Price Index (CPI) escalation clauses from TDA and replace it with allocation of State Transit Assistance (STA) revenues based on passenger boarding (linked trips) to operations meet at least one the following conditions: meet ridership growth targets versus peer group; have implemented state-identified measures to increase transit ridership; exceed performance targets from customer surveys or third-party assessments.

The next meeting is scheduled for April 25th, 10:00 am – 4:00 pm at the San Francisco Bay Area Metro Center.

Upcoming Bill Deadlines and Newly Introduced Legislation

May 2 – Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May 9 - Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house

May 16 – Last day for policy committees to meet

May 23 - Last day for fiscal committees to hear and report to the floor bills introduced in their house

June 2 – 6 – Floor sessions only

AB 21 (DeMaio R) Taxpayer Protection Act of 2025

Introduced: 12/2/2024

Status: 3/25/2025-Re-referred to Com. on H. & C.D.

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: 4/10/2025-From committee: Amend, and do pass as amended. (Ayes 9. Noes 0.) (April 9). **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: 3/28/2025-Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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: 2/18/2025-Referred to Coms. on TRANS. and NAT. RES.

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: 2/18/2025-Referred to Coms. on TRANS. and NAT. RES.

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: 4/8/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 15. Noes 0.) (April 7). Re-referred to Com. on P. & C.P.

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: 3/10/2025-In committee: Hearing postponed by committee.

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: 4/10/2025-Read second time. Ordered to Consent Calendar.

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: 4/10/2025-Read second time. Ordered to third reading.

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: 4/10/2025-From committee chair, with author’s amendments: Amend, and re-refer to Com. on JUD. Read second time and amended.

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: 3/25/2025-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.

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: 2/15/2025-From printer. May be heard in committee March 17.

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: 3/3/2025-Referred to Com. on L. GOV.

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: 4/8/2025-Re-referred to Com. on NAT. RES.

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: 4/8/2025-In committee: Hearing postponed by committee.

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: 4/8/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 4.) (April 7). Re-referred to Com. on APPR.

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: 4/10/2025-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

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: 4/9/2025-Introduced measure version corrected.

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: 4/9/2025-Re-referred to Com. on TRANS.

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: 4/7/2025-Re-referred to Com. on L. GOV.

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: 4/10/2025-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

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: 3/18/2025-Re-referred to Com. on NAT. RES.

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: Transit-Oriented Development Implementation Program.

Introduced: 2/21/2025

Status: 3/25/2025-Re-referred to Com. on NAT. RES.

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: 2/24/2025-Read first time.

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: 3/25/2025-Re-referred to Com. on H. & C.D.

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: 3/13/2025-Referred to Com. on TRANS.

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: 2/24/2025-Read first time.

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: 4/16/2025-April 21 hearing postponed by committee.

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: 3/13/2025-March 19 set for second hearing canceled at the request of author.

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: 4/8/2025-Set for hearing April 21.

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: 4/10/2025-Set for hearing April 21.

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: 4/9/2025-Set for hearing April 22. From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

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: 4/4/2025-Set for hearing April 22.

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: 4/8/2025-Set for hearing April 23.

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: 4/10/2025-Set for hearing April 28.

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-VOTE: [First] hearing set for [04-09-2025]: Failed passage in Committee.

Reconsideration granted (PASS)

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: 4/8/2025-Set for hearing May 6.

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: 4/8/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.

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: 4/10/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

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: 4/8/2025-Set for hearing April 23.

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: 4/10/2025-Set for hearing April 21.

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: 4/10/2025-Set for hearing April 21.

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: 4/9/2025-From committee: Do pass and re-refer to Com. on JUD. (Ayes 12. Noes 0.) (April 8). Re-referred to Com. on JUD.

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: 4/4/2025-Set for hearing April 22.

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: 4/16/2025-April 23 set for first hearing canceled at the request of author.

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.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY May 9, 2025			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
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. Ordered to Senate.
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 Transportation Committee. Re-referred to Privacy and Consumer Protection Committee.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed Senate Transportation Committee. Re-referred to Appropriations Committee.
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 #9I

May 9, 2025

TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEVE MATTAS, GENERAL COUNSEL

SUBJECT: THIRD AMENDMENT TO EXECUTIVE DIRECTOR EMPLOYMENT AGREEMENT WITH MARTIN ERICKSON

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.

BACKGROUND:

The Commission entered into an Employment Agreement with Martin Erickson on January 7, 2022 ("Agreement") pursuant to which Mr. Erickson serves as the Commission's Executive Director. The Commission entered into a First Amendment on May 12, 2023 to the Employment Agreement to provide a merit increase to Mr. Erickson's compensation and to extend the term of the Agreement. The Commission entered into a Second Amendment on May 10, 2024 to the Employment Agreement, to provide a merit increase to Mr. Erickson's compensation and to extend the term of the Agreement. The Commission recently completed an annual evaluation of the Executive Director and directed staff to prepare a Third Amendment to the Employment Agreement to provide a merit increase to Mr. Erickson's compensation and to extend the term of the Agreement. At the request of the Commission, the General Counsel prepared a Third Amendment to the Agreement and a resolution approving the Third Amendment to the Agreement for the Commission's consideration.

If approved, the Third Amendment will increase Mr. Erickson's annual salary by five percent (5%), from \$264,071.76 to \$277,275.35, effective as of the first day of the first pay period on or after January 7, 2025. The Third Amendment will also extend the Agreement by an additional two years for a new expiration date of December 2, 2030.

Staff recommends that the Commission adopt a resolution approving the Third Amendment between the Commission and Martin Erickson to continue to serve as Executive Director of VCTC and its related agencies and authorizing the Chair to sign the Amendment on behalf of VCTC.

ATTACHMENTS

Attachment 1: Resolution Approving and Authorizing Execution of the Third Amendment to the Employment Agreement between the Commission and Martin Erickson.

Exhibit A to Attachment 1: Third Amendment to the Employment Agreement between the Commission and Martin Erickson.

RESOLUTION NO. 2025 - 03

**A RESOLUTION OF THE VENTURA COUNTY
TRANSPORTATION COMMISSION APPROVING THE THIRD AMENDMENT TO
THE EMPLOYMENT AGREEMENT BETWEEN THE VENTURA COUNTY
TRANSPORTATION COMMISSION AND MARTIN ERICKSON TO SERVE AS
EXECUTIVE DIRECTOR**

WHEREAS, On January 7, 2022, the Ventura County Transportation Commission ("VCTC") entered into an Employment Agreement with Martin Erickson to serve as Executive Director of the Commission and its related agencies ("Agreement"); and

WHEREAS, Commission entered into a First Amendment to the Employment Agreement on May 12, 2023, to amend specific terms, including the term of the Employment Agreement and compensation;

WHEREAS, Commission entered into a Second Agreement to the Employment Agreement on May 10, 2024, to amend specific terms, including the term of the Employment Agreement and compensation;

WHEREAS, it is the desire of the Commission to further amend the Agreement by extending the term of employment and providing for a five percent (5%) increase in annual salary effective as of the first day of the first payment period commencing on or after January 7, 2025.

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

1. The Ventura County Transportation Commission hereby approves the Third Amendment to the Employment Agreement between the Ventura County Transportation Commission and Martin Erickson to serve as Executive Director for VCTC and its related agencies, attached hereto and incorporated herein as Exhibit A.
2. The Chairperson of the Ventura County Transportation Commission is hereby authorized to execute the Third Amendment to the Agreement.

PASSED, APPROVED, AND ADOPTED this 9th day of May 2025.

MIKE JUDGE, Chair, VCTC

ATTEST:

Roxanna Ibarra, Clerk

APPROVED AS TO FORM:

Steve Mattas, General Counsel

**THIRD AMENDMENT TO EMPLOYMENT AGREEMENT BETWEEN
THE VENTURA COUNTY TRANSPORTATION COMMISSION, FOR ITSELF AND IN
ITS DESIGNATED CAPACITIES, AND MARTIN ERICKSON**

This THIRD AMENDMENT TO THE EMPLOYMENT AGREEMENT (“Third Amendment”) is made and entered into this 9th day of May 2025, by and between the Ventura County Transportation Commission, for itself and in its designated capacities as the Commissioners/ Board of Directors of the Local Transportation Authority, the Airport Land Use Commission, the Service Authority for Freeway Emergencies, the Consolidated Transportation Service Agency and the Congestion Management Agency, (hereinafter the "Commission"), and MARTIN ERICKSON, an individual (hereinafter “Erickson”).

RECITALS

WHEREAS, Commission employs the services of Erickson as Executive Director for Commission pursuant to an employment agreement executed on January 7, 2022 (“Employment Agreement”);

WHEREAS, Commission entered into a First Amendment to the Employment Agreement on May 12, 2023, to amend specific terms, including the term of the Employment Agreement and compensation;

WHEREAS, Commission entered into a Second Agreement to the Employment Agreement on May 10, 2024, to amend specific terms, including the term of the Employment Agreement and compensation;

NOW, THEREFORE, in consideration of the mutual promises, covenants and stipulations herein contained, the parties hereto agree to amend the Employment Agreement as follows:

1. **Section 2** of the Employment Agreement “Term” is amended such that the term of the Agreement shall be extended by two years through December 2, 2030.
2. **Section 5.1** of the Employment Agreement “Annual Compensation” is amended such that the Executive Director’s annual salary shall, as of the first day of the first pay period commencing on or after January 7, 2025, be increased by five percent (5%) to two hundred seventy-seven thousand two hundred seventy-five dollars thirty-five cents (\$277,275.35).

Except as modified herein, all other provisions of the Employment Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the Commission has caused this Agreement to be signed and executed on its behalf by its Chairman, and duly attested by its officers thereunto duly authorized, and Erickson has signed and executed this Third Amendment

Ventura County Transportation Commission

Mike Judge, Chair

Date: _____

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Steve Mattas, General Counsel

Executive Director

Martin Erickson

Date: _____



Item #9J

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: AMERICANS WITH DISABILITIES (ADA) CERTIFICATION SERVICES CONTRACT
AWARD**

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.

BACKGROUND:

At the January 2025 Commission Meeting, the Commission authorized the release of a Request for Proposals (RFP) for Americans with Disabilities Act (ADA) Paratransit Certification Services. The ADA mandates that each public entity operating a fixed-route transit system provides complementary paratransit service to individuals whose functional disabilities prevent use of accessible fixed-route bus systems. Each public transit agency is required to establish a certification process for determining ADA paratransit eligibility for complementary paratransit service. In Ventura County, the local transit operators have agreed that VCTC should operate a uniform ADA certification program covering the entire county. In March 2020, the Commission approved a three (3) year contract with Mobility Management Partners, Inc. (MMP) to provide the certification service which included two one (1) year extension options. Both extension options were exercised, and the contract is now set to expire on June 30, 2025.

DISCUSSION:

The RFP for ADA Paratransit Certification Services was released on January 10, 2025, and posted on the VCTC website, Transit Talent, Mass Transit (nationally recognized transit news site and publication), and emailed directly to a list of potential bidders. A pre-proposal conference was held January 22, 2025, with three interested firms attending. Following the solicitation of questions, proposals were due on February 21, 2025.

Only one firm, Mobility Management Partners (MMP) Incorporated, submitted a responsive proposal. While several other firms reviewed the RFP, they ultimately decided to not submit proposals due to limited

staffing availability, competing project priorities, and lack of a local presence. Given the specialized nature of ADA paratransit certification, the pool of qualified providers is relatively limited, which may have also contributed to the low number of submissions. After a thorough review by an evaluation panel (consisting of VCTC and external local agency staff), MMP was determined to be responsive and responsible. MMP has extensive experience and has performed well in all areas of the existing contract. MMP currently provides ADA certification services for Ventura County and has provided it for approximately fifteen years. Over the years, they have provided services ranging from travel training to administration of a volunteer rides program in addition to the ADA paratransit certification services. The team helped develop VCTC's program in coordination with the county's transit operators, adapting to process changes such as ADA task force requests and the recent implementation of a new RideCo cloud-based eligibility platform for securely managing and processing ADA eligibility applications

Staff appreciate MMP's close connection to the community and strong understanding of the specific needs of and challenges faced by the transit operators. Over the past two years, the Commission has chosen to exercise the extension options with MMP during both available opportunities.

The proposed Agreement includes a three (3) year base term with two one (1) year extension options for a total maximum term of five (5) years.

- **Base Term (3 years):** Not to exceed \$868,288.33
- **Extension Year 1:** Not to exceed \$308,442.89
- **Extension Year 2:** Not to exceed \$318,467.28

If both extension options are exercised, the total not to exceed amount for the maximum term of five (5) years is \$1,495,198.50.

The scope of work reflects significant modernization, including use of a cloud-based eligibility platform through RideCo, auto-renewal assessments, longer certification periods, hybrid certification assessment model, and permanent eligibility determinations for specific categories of applicants. These changes may significantly impact workload and operational demand. As a result, VCTC and MMP will re-evaluate operational and policy outcomes from the first half of Year 3 and may revise the agreement terms, before considering authorization of the two optional extension years.

Staff recommends approval of the contract with MMP to provide ADA Certification Services for Ventura County.

ATTACHMENT A – ADA Certification Services Agreement



Item #9K

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: CLAIRE GRASTY, PUBLIC TRANSIT DIRECTOR
DOLORES LOPEZ, TRANSIT PLANNER**

**SUBJECT: CALIFORNIA VANPOOL AUTHORITY (CALVANS) JOINT POWERS AUTHORITY
(JPA) AGREEMENT AMENDMENT**

RECOMMENDATION:

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

BACKGROUND:

The California Vanpool Authority (CalVans) was originally established in 2011 as a Joint Powers Authority (JPA) to provide safe, affordable vanpool services across California. Originally developed by the Kings County Area Public Transit Agency, CalVans offers a public, self-sustaining vanpool model that reduces traffic congestion, improves access to jobs, and supports greenhouse gas reduction goals. VCTC joined CalVans to expand commuting options for Ventura County residents, aligning with regional transportation and air quality goals.

DISCUSSION:

The amended JPA reflects updates necessary to support the CalVans continued growth and operational effectiveness. The revisions modernize the Authority's structure, strengthen financial operations, update recent membership changes, and clarify responsibilities.

The changes include:

- Redding Area Bus Authority (RABA) added as a new Member Agency, while Kings County Association of Governments formally withdrew in 2023 and was removed from the agreement.
- The Authority is now expressly permitted to provide services outside of member agency boundaries to better meet statewide demand.
- The Board may hold meetings remotely under the Ralph M. Brown Act, establish standing committees, and clarified voting thresholds requiring a supermajority for significant financial commitments.

- The process for applying for jurisdiction-specific grants has been streamlined, balancing the Authority's flexibility with protections for Member Agencies.
- Tulare County Association of Governments is formally designated as the Host County, and procedures for withdrawal and asset distribution have been clarified.

These changes ensure the Authority remains flexible, transparent, and accountable as it continues to expand vanpool services across California.



Item #10

May 09, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
FROM: DOLORES LOPEZ, TRANSIT PLANNER
CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
SUBJECT: FISCAL YEAR (FY) 2025/26 TRANSPORTATION DEVELOPMENT ACT (TDA)
UNMET TRANSIT NEEDS (UTN) FINDINGS

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

DISCUSSION:

Each year, pursuant to Senate Bill 203, VCTC staff facilitates an annual transit needs assessment to determine if there are any areas in the county where populations of less than 100,000 are not served by public transit to meet their daily transportation needs. The areas in Ventura County with populations under the threshold include, the cities of Santa Paula, Fillmore, Moorpark, and Camarillo. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA funds on streets and roads and they therefore now participate in the process as well. VCTC Intercity service does not use Article 8 funds for non-transit purposes; however, service requests for the regional service it provides are included in the process. The Gold Coast Transit District (GCTD), City of Ojai and the City of Simi Valley do not utilize or claim TDA Article 8 funds for non-transit purposes and their service is not subject to the Unmet Transit Needs process.

As part of the annual Unmet Transit Needs (UTN) process, VCTC presents UTN Findings to the Commission. The Findings have been approved by the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC), as they are required to review, comment, and approve the recommendations. The Findings have also been presented to the Transit Operators Advisory Committee (TRANSCOM) but does not require approval from the Committee. Based on all feedback received, part of the Analysis & Findings section has been revised for clarity.

Adopted Criteria

In order for a request to be considered an Unmet Transit Need, it must meet either of the two following definitions and must receive at least 15 requests for general public service or 10 requests for Dial-A-Ride services:

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

If they fulfill the above criteria, the need must also be determined to be reasonable to meet. Requests that do not meet these criteria such as minor route or schedule changes, requests for extended hours, fare reductions, or those that serve very limited populations are excluded from consideration as a valid Unmet Transit Needs.

In December of 2023, the Commission refined the definition of Unmet Transit Need to bolster our dedication to advancing the UTN process, particularly for those in disadvantaged areas. By adopting the Median Household Income (MHI) standard for a low-income threshold, the Commission aims to not just maintain the 10 and 15 comment thresholds but to prioritize improvements that meet these criteria while giving special attention to requests from low-income areas that might fall below this threshold. Additionally, for comments that meet the 10 or 15 comment thresholds but are considered "Unreasonable to Meet", the agency tasked with exploring the request will evaluate the proposed service and explore funding options for a pilot where feasible.

Furthermore, the timeline for assessing passenger per hour performance has been increased from 36 to 60 months, endorsing a more comprehensive approach to evaluating new service efficiency over an extended period. The 10 and 15 comment thresholds was also reviewed and determined to be in line with best practice as it shows concentrated interest in a particular request and are in line with other peer agencies' definitions.

Public Input Process

The public comment period for the Fiscal Year 2025-2026 Unmet Transit Needs process was held between December 15, 2024 and February 15, 2025. It is important to note that comments are received throughout the year, but outside of the public comment period, are included in the analysis.

Each year, VCTC uses a variety of channels to promote and solicit public comments for the Unmet Transit Needs process including an online survey, social media advertising, eblasts, community meetings, and the GOVCbus app. Public notices were also printed in the Ventura County Star and VIDA News.

A total of 142 comments were received, primarily through surveys (108). Additional comments came via email (19), community meetings (11), letters (2), social media (1), and phone (1). Individual respondents often provided multiple comments within a single submission.

This total is noticeably lower than last year's, in part because outreach efforts this year were concentrated on the areas directly addressed in the analysis, rather than include the Gold Coast Transit and Simi Valley Transit service areas which were included in prior years. GCTD and Simi Valley Transit do not utilize Transportation Development Act (TDA) Article 8 funds for non-transit purposes and are therefore not subject to the Unmet Transit Needs process. As a result, outreach was concentrated on jurisdictions where unmet needs findings may impact funding decisions, allowing for more efficient resource use to the UTN process. Consequently, reduced engagement was observed in those service areas. Another likely factor is survey fatigue, given the number of recent outreach efforts, including the Short Range Transit Plan (SRTP), Countywide Paratransit Integration Analysis, and the Coastal Express Rider Survey. While

feedback from those efforts was reviewed, it was not included in this assessment, as it did not meet the criteria for Unmet Transit Needs.

Analysis

Public feedback garnered through the current year's analysis for transit services demonstrated strong interest in enhancing connectivity between transit lines and operators, along with increasing service frequency throughout Ventura County. These comments consistently highlighted the community's desire for more connected, accessible, and frequent local transportation options.

One of the most notable trends in this year's feedback was the increased number of requests for expanded Sunday and evening bus service. Respondents from cities such as Thousand Oaks, Camarillo, Ventura, and Simi Valley expressed that the lack of service during these times presents a significant barrier to accessing employment, religious services, shopping, civic meetings, and recreational activities.

Comments also emphasized the need for improved regional connections to Santa Barbara, Goleta, and Carpinteria, with a particular focus on restoring pre-pandemic rail schedules.

The Fillmore–Moorpark route, long identified as one of the most requested service improvements, was successfully implemented in August 2024 through a joint effort by VCTC and Valley Express. This new direct route addressed a critical gap in the regional network, reducing the need for transfers and significantly shortening travel times. Ongoing feedback related to this corridor points to continued interest in enhancing the service and adding additional stop locations.

Requests for new service between Fillmore/Piru and Santa Clarita continue to appear in public input. These comments typically focus on direct connections to Santa Clarita/Valencia for shopping and employment, as well as expanded service along Highway 126. Fleet capacity, route costs, labor, and configuration need to be more thoroughly assessed for a potential pilot service between Ventura County and the Santa Clarita/Valencia area. VCTC continues to explore the possibility of a potential partnership with Santa Clarita Transit for service from Fillmore.

Although these requests fell short of the required 15 comments to be considered as Unmet Transit Needs, they indicate considerable public demand. Recognizing the community's needs and fulfilling the objectives of the ongoing UTN process, our staff will collaborate with partner agencies to explore potential service additions in the future, aiming to address these identified gaps and enhance overall transit accessibility.

The most typical comments that are not considered Unmet Transit Needs this year are related to:

- Expanded service to various Los Angeles County and Santa Barbara County locations and airports
- Rail service improvements
- VCTC Intercity service improvements
- Gold Coast Transit District service improvements

The comments highlight a community in need of transit services that are more connected, frequent, accessible, and responsive to their varied daily schedules and destinations. Among these, the demand for extended service hours into late evenings and Sunday service is prominent, reflecting a shift towards using transit for leisure activities and accommodating non-traditional work schedules. All comments received are essential to transit planning in Ventura County and comments with strong, consistent support are considered in future plans.

Attachment A – UTN Findings and Analysis

Attachment B – Resolution No. 2025-01



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Item #11

May 9, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: US 101 HIGH OCCUPANCY VEHICLE (HOV) / EXPRESS BUS WIDENING PROJECT PHASING PLAN

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).

BACKGROUND:

Since 2018, VCTC has been working on preliminary engineering and environmental work for the US 101 High Occupancy Vehicle (HOV) Lane Widening project. At the February meeting, staff provided the Commission with an update on this project. The project is nearing completion of the Draft Environmental Assessment / Environmental Impact Report, with the expectation of releasing the document for public review in mid- to late-2025.

The scope of the consultant contract includes development of a project phasing plan, to identify an Early Action segment that can feasibly be constructed using funds anticipated to be available through VCTC's share of the State Transportation Improvement Program (STIP) and through federal Surface Transportation Block Grant (STBG) funds. The phasing plan was briefly discussed at the February meeting, with the proviso that staff would be ready soon to present to the Commission a recommended Early Action segment.

DISCUSSION:

The phasing analysis was a data-driven process to identify which portion of the project could feasibly be implemented in the near-term to provide the most benefit for the anticipated available funds. The consultant contract scope of work included this task in recognition that the entire 27-mile proposed improvement, from Moorpark Road in Thousand Oaks to State Route 33 in Ventura, will require significant financial resources that do not currently exist. On the other hand, VCTC's policy has been to prioritize two available funds for this project, namely the Ventura County share of the STIP, and a

reasonably-anticipated share of STBG funds, thus providing for construction of a significant initial segment without approval of any new revenues.

The phasing analysis focused on utilizing previously-completed traffic modeling to identify locations for a first phase that would provide noticeable travel time savings rather than simply move bottlenecks from one location to another with little to no overall improvement. The project team considered several potential segments that could be improved for the anticipated available funds, evaluating the extent of the traffic flow benefit. The project also used the cost estimate information from the preliminary engineering to identify segments that are costlier to build, including the Conejo Grade due to extensive grading required, and the freeway through central Ventura due to a more confined right-of-way.

The team initially modeled how future traffic in the overall corridor would flow with only one segment improved in both directions, testing different segments in Thousand Oaks, Camarillo, and Oxnard. The results of this analysis led the team to focus instead on an improvement in the northbound/westbound direction only, extending from the Flynn Road entrance in Camarillo to the Johnson Drive exit in Ventura (shown on Attachment A map). This segment is estimated to cost \$218 million in dollars escalated to 2029, which is the earliest feasible year of construction given the timeline for completing the Final Environmental Document and then Final Design. The existing configuration of the freeway in this stretch is such that the per-mile cost of the improvement is relatively low, facilitating a longer segment being improved for the same amount of money. Furthermore, this segment has the advantage of encompassing the previously-widened Santa Clara River Bridge, further lengthening the usable widening at minimal added cost. The \$218 million cost estimate is a reasonable amount to expect to be available by 2029 from STIP and STBG funds.

This result provides a continuous 10-mile HOV / express bus lane, the longest feasible continuous stretch identified using the available funds. Auxiliary lanes will be included between each entrance and exit within these limits. The year 2040 northbound peak period travel time index (projected peak period travel time divided by free flow travel time) for the entire length of the corridor would improve from 1.86 to 1.58 in the AM peak period and from 1.95 to 1.68 in the PM peak period, with completion of the recommended first phase. This travel time index improvement was the largest identified for any of the first phase alternatives. The Attachment B travel time index table shows the estimated northbound congestion reduction for the recommended first phase, for the entire corridor from Moorpark Road in Thousand Oaks to SR 33 in Ventura, as well as the estimated improvement only within the City of Camarillo, where the most significant congestion currently exists.

After completing the analysis, staff presented the findings to the Project Development Team (PDT), which includes representatives of Thousand Oaks, Camarillo, Oxnard, Ventura, County of Ventura, and Caltrans. At its April 17th meeting, the PDT unanimously supported the staff recommendation to designate the northbound segment from Flynn to Johnson as the project's first phase.

Going forward, as per the contract scope, the consultant team will complete the environmental analysis for the entire 27-mile corridor. On a parallel track, given approval of this recommendation for phasing, staff will return to the Commission for further recommendations for moving forward with programming available STIP and STBG funds to complete design and construction of the first phase, based on the programming cycles for those funds. (It should be noted that staff will be submitting an STBG application for this project to SCAG as part of the ongoing call for projects for STBG and Congestion Management and Air Quality funds. Approval of the selected STBG applications will be included in the call for projects recommendations brought to the Commission in July.)

At the Commission meeting, Ms. Melissa Brady, Vice President at WSP, the project consultant, will present the phasing analysis in greater detail.

ATTACHMENT A – RECOMMENDED PHASE ONE



Travel Time Index



2040 Camarillo - Travel Time Index	US-101 Northbound	
	AM Peak Period	PM Peak Period
Alt 1 - No Build	2.43	2.23
Northbound Only - Northbank Ramps to Flynn Rd On-Ramp	1.10	1.14

2040 Corridor - Travel Time Index	US-101 Northbound	
	AM Peak Period	PM Peak Period
Alt 1 - No Build	1.86	1.95
Northbound Only - Northbank Ramps to Flynn Rd On-Ramp	1.58	1.68





Item #12

May 9, 2025

MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
FROM: ANDREW KENT, PROGRAM MANAGER – TRANSPORTATION DATA & SERVICES
SUBJECT: EMERGENCY ROADSIDE CALL BOX PROGRAM – DECOMMISSIONING AND REMOVAL

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.

BACKGROUND:

The Ventura County Emergency Roadside Call Box system is comprised of approximately 427 active emergency roadside call boxes that provide motorists with a direct link to the California Highway Patrol (CHP) dispatch to request roadway assistance. In March 2024, Staff provided the Board with a 2024 year-end review of Motorist Aid programs and sought policy direction on the future of the call box program and Motorist Aid priorities into the future.

With the proliferation of cell phones and the decline of call box usage, many SAFE agencies are reevaluating the benefit-cost of their call box systems and contemplating system removal or call box reductions. Additionally, with the aging of call box technology, it is expected that maintaining the system long-term will become increasingly challenging. Caltrans' SAFE liaison has expressed a strong preference to the regional SAFEs to phase out call box programs across the state, citing the long-run reduction of call box usage.

Staff also informed the SAFE Board about ongoing challenges with Knightscope, the sole call box maintenance service provider in California. VCTC's call box maintenance provider has been out of contract compliance since early 2024 by not providing preventative maintenance services. Frustrations stemming from Knightscope's statewide monopoly on call box maintenance services have accelerated the timeline for sunsetting call box services for many SAFE agencies. In December 2024, San Bernadino County elected to sunset the call box program and terminate their call box maintenance contract with Knightscope for cause citing deficiencies in contract. The Riverside County Transportation Commission Board voted to authorize decommissioning their call box program in 2019, however, RCTC staff have not yet started the process. Santa Barabara County has largely removed their system; however, they continue to maintain call boxes in key areas with poor cell phone coverage.

DISCUSSION:

Following the Board's discussion of the future of the call box program from the annual Motorist Aid report item presented in March, staff endeavored to answer SAFE Board Members' questions as thoroughly as possible. Staff contacted the CHP to inquire about the Ventura Area dispatch capabilities. Ventura County CHP dispatch has the ability to pinpoint the location from which any cell phone call is made via the 911 emergency line. CHP does not receive location information for calls made through the non-emergency number.

All Ventura County call boxes are 4G cellular enabled and operate on the AT&T network. While cell service is available at all call box locations in the county, there are areas where the probability of being able to complete a call is lower. Reliable cellular coverage is most intermittent in the north County; however, the existing call box system does not provide service on SR33 north of Ojai or the Lockwood Valley. Areas with poorer coverage where call boxes are located include rural portions of SR1, SR150 and SR23. In total, about 50 call boxes are located on parts of the highway system with lower service reliability. Nonetheless, a motorist should be able to access the AT&T 4G network with a personal cell phone at all existing call box locations.

The link below can be used to explore a web map of call box locations in relation to the three major cellular service providers coverage areas in Ventura County:

<https://vctc.maps.arcgis.com/apps/mapviewer/index.html?webmap=ee34fd10f60b45459291c873a861d9e4>

Call Box Locations and T-Mobile Cellular Coverage



Staff has not been able to identify any feasible alternatives to the patented call box technology owned by Knightscope. Therefore, staff has not identified a feasible path forward to maintain the existing call box system and resolve contract challenges with Knightscope. A reduced call box system with call boxes operating in low services areas would not resolve this issue. Some SAFE agencies are exploring alternative long-term technology options, including deploying Starlink mobile cell towers to provide expanded cell coverage in remote locations. Such proposed alternatives are largely speculative and have not been technically evaluated to date. The only reliable alternatives to the existing call boxes deployed in Ventura County are hard wired or satellite call boxes. These options would require a continued maintenance services relationship with Knightscope.

Additionally, continued operation of the call box system without industry-standard maintenance could potentially expose VCTC to liability in the event that the call box system does not operate as expected. Other SAFE agencies have reported having call box maintenance records subpoenaed in cases involving motorist fatalities. According to Knightscope's data, about 5% of the call boxes in Ventura County have consistently experienced degraded operations throughout 2024.

As a result of staff's data collection, discussion and direction provided by the SAFE Board at the March meeting, and follow-up research, staff ultimately recommends that the SAFE Board authorize the Executive Director to pursue the decommissioning and removal of the call box system in Ventura County.

The Call Box and Motorist Aid Guidelines require the submittal of a removal notice to Caltrans which also provides justification for sunsetting the program. The Guidelines allow for justification to be made on a cost/benefit basis. Staff estimate that approximately 20% of call box calls result in some direct motorist assistance, or about 18 calls per month. At the current call volume, VCTC pays about \$1,500 per call box call, resulting in direct motorist assistance. For comparison, VCTC pays approximately \$334 per FSP direct motorist assist (resulting in restarting or towing a vehicle). Overall, for comparison purposes, the annual cost to operate the call box program could fund the operation of three new FSP beats in Ventura County; operating two trucks per beat for 7 hours each weekday.

If the Board moves forward with staff's recommendation, staff will submit the attached letter to notify Caltrans of Ventura County's intention to sunset the call box program per Motorist Aid Guidelines (Attachment). The letter to Caltrans notes three program areas where SAFE funds can be better deployed to serve motorists travelling on the Ventura County highway network. First, the 511 system is considered a natural evolution of motorist aid services post-call boxes. While Ventura County is a member of the 511 system, the availability of the 511 call service is not well advertised locally. SAFE funds can be used to expand 511 signage on Ventura County freeways and highways. Second, sunsetting the call box system allows Ventura County SAFE to expand Freeway Service Patrol services. With the funds made available, FSP services could be expanded to remaining portions of US101, SR23 and possibly portions of SR126. Third, the SAFE Board could invest in improved enforcement of traffic laws on Ventura County freeways and highways. Traffic collision rates are a persistent and significant challenge for freeway and highway safety in Southern California. SAFE staff intend to pursue CHP extra work services contracts for select highways in Ventura County. SR 1, SR126, and rural portions of SR118 are candidate highways which can benefit greatly from enhanced traffic enforcement.

Decommissioning the call box program would begin with hiring a contractor to bag all call boxes prior to ending call box maintenance services with Knightscope and terminating AT&T cellular service. To ensure the call box system is decommissioned in a safe and orderly manner, VCTC may need to amend the existing agreement to extend the period of performance or enter into a temporary maintenance services agreement with Knightscope to ensure continuity of service until bagging can be completed. Once all call boxes have been bagged and permissions have been granted by Caltrans, the contractor will proceed to remove the call boxes from the Caltrans right-of-way. Based on information from other SAFE agencies, the estimated removal cost comes to \$1,500 per call box, or \$610,000 to remove all 427 call boxes.

Staff recommends approving the decommissioning of the call box system in Ventura County, submission of the removal notice to Caltrans, and authorizing the Executive Director to release an Invitation for Bids for contractor services to remove and dispose of the call boxes. As part of the decommissioning process, the Executive Director will also notify the public through a press release and other public outreach methods, such as social media.



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