



**VENTURA COUNTY TRANSPORTATION COMMISSION  
LOCAL TRANSPORTATION AUTHORITY  
AIRPORT LAND USE COMMISSION  
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES  
CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
CONGESTION MANAGEMENT AGENCY**  
[www.goventura.org](http://www.goventura.org)

**AGENDA\***

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

**IN-PERSON**

**CITY OF CAMARILLO COUNCIL CHAMBERS**

**601 CARMEN DRIVE**

**CAMARILLO, CA 93010**

**FRIDAY, JULY 11, 2025**

**9:00 A.M.**

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Commission at (805) 642-1591 ext. 101 or via email at [ribarra@goventura.org](mailto:ribarra@goventura.org). Notification of at least 48 hours prior to meeting time will assist staff in assuring those reasonable arrangements can be made to provide accessibility to the meeting.*

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

**4. PUBLIC COMMENTS** – *Each individual speaker is limited to speaking to three (3) continuous minutes. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Commission. This policy applies to Public Comments and comments on Agenda Items. Under the Brown Act, the Board should not take action on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

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

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

7. **EXECUTIVE DIRECTOR REPORT**- *This item provides the opportunity for the Executive Director to report on meetings/conferences attended and any other items related to Commission activities.*
8. **ADDITIONS/REVISIONS** – *The Commission may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires two-thirds vote of the Commission. If there are less than two-thirds of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
9. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*
- 9A. [APPROVE MINUTES OF JUNE 6, 2025, MEETING- PG.7](#)  
**Recommendation:**
  - Approve the summary minutes of June 6, 2025.**Responsible Staff:** Roxanna Ibarra, Clerk of the Board
- 9B. [MONTHLY BUDGET REPORT- PG.13](#)  
**Recommendation:**
  - Receive and file the monthly budget report for May 2025.**Responsible Staff:** Lupe Acero, Finance Director
- 9C. [SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JUNE 2025 - PG.21](#)  
**Recommendation:**
  - Receive and file a report on Santa Paula Branch Line updates for the month of June 2025.**Responsible Staff:** Amanda Fagan, Director of Planning and Sustainability
- 9D. [EMERGENCY ROADSIDE CALLBOX REMOVAL CONTRACT AWARD- PG.23](#)  
**Recommendation:**
  - Approve an amendment to the Motorist Aid Program Budget for Fiscal Year 2025/2026 to increase expenditures in the Consultant Services line item by \$314,500, reallocate \$62,500 from Callbox Communications to Consultant Services, and increase the SAFE Revenues and Fund Transfer line item by \$252,000.
  - Authorize the Executive Director to finalize and execute an Agreement with Global Builders Inc. to remove and dispose of the Ventura County roadside call box system in an amount not to exceed \$564,260 (Attachment A).**Responsible Staff:** Andrew Kent, Program Manager Transportation Data & Services
- 9E. [SB 125 YEARS 2,3 AND 4 FUNDING DISTRIBUTION-PG.25](#)  
**Recommendation:**
  - Approve the updated SB 125 fund distribution for Years 2,3 and 4.**Responsible Staff:** Claire Grasty, Public Transit Director
- 9F. [BUS AND BUS FACILITIES LO-NO GRANT APPLICATION FOR CAMARILLO RAIL STATION ELECTRIC BUS CHARGING INFRASTRUCTURE-PG.29](#)  
**Recommendation:**
  - Authorize the Executive Director to prepare and submit an application for a Bus and Bus Facilities Program and Low-or No-Emission Program grant for Camarillo rail station electric bus charging infrastructure.**Responsible Staff:** Claire Grasty, Public Transit Director and Matt Miller, Program Manager, Transit Services

**9G. [VENTURA COUNTY BUS STOP INVENTORY AND ASSESSMENT CONTRACT AWARD-PG. 31](#)**

***Recommendation:***

- *Approve a contract with Fehr and Peers for an amount not-to-exceed \$299,971 to conduct a Countywide Bus Stop Inventory and Assessment Project and authorize the Executive Director to negotiate and execute the agreement.*

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

**9H. [SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING \(MOU\) AMENDMENT NO. 5 WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY \(SCRRA\)-PG.33](#)**

***Recommendation:***

- *Authorize the Executive Director to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between VCTC and the Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for legal efforts required for the Simi Valley Double Track Project.*
- *Amend the FY2025-2026 VCTC Metrolink budget by adding \$100,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$100,000.*

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

**9I. [MASTER INTERAGENCY AGREEMENT FOR PARTICIPATION IN THE VENTURA COUNTY REGIONAL RADIO SYSTEM-PG.35](#)**

***Recommendation:***

- *Authorize the Executive Director to negotiate and execute an Interagency Agreement between VCTC and participating bus agencies to participate in the Ventura County Regional Radio System (RRS).*

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

**9J. [CSUCI COOPERATIVE AGREEMENT – FISCAL YEAR 2025-2026 EXTENSION-PG.37](#)**

***Recommendation:***

- *Approve Amendment No. 27 to the Cooperative Agreement between California State University Channel Islands (CSUCI) and VCTC for Fiscal Year 2025-2026 bus service to CSUCI.*

**Responsible Staff: Matt Miller, Program Manager, Transit Contracts**

**9K. [AUTHORIZATION TO AMEND VALLEY EXPRESS BUDGET-PG.39](#)**

***Recommendation:***

- *Approve budget amendment for the FY25-26 Valley Express budget to decrease the Contract Services line item by \$600.*
- *Approve budget amendment to decrease the revenues of FTA, CMAQ by \$311,302 and increase the revenue of Local Contribution - Bus Operations by \$310,702; for a net decrease in revenues of \$600.*

**Responsible Staff: Matt Miller, Program Manager, Transit Contracts**

**9L. [LEGISLATIVE UPDATE- PG.43](#)**

***Recommendation:***

- *Receive and file.*

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

**9M. [VCTC PROJECT NOMINATION PACKAGE 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-PG.65**

**Recommendation:**

- Approve the VCTC Nomination Package and direct staff to submit to SCAG.

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

**9N. CITY OF FILLMORE SEWER EASMENT AGREEMENT ON SANTA PAULA BRANCH LINE-PG.69**

**Recommendation:**

- Approve and authorize the Executive Director to execute a Sewer Easement Agreement (Attachment A) with the City of Fillmore for construction of an underground sewer line across the Santa Paula Branch Line at Mile Post 423.4.

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

**9O. CALTRANS SUSTAINABILITY TRANSPORTATION PLANNING GRANT AWARD FOR CLIMATE VULNERABILITY ASSESSMENT AND ACTION PLAN-PG.71**

**Recommendation:**

- Approve Resolution No. 2025-07 to authorize the Executive Director to execute a Restricted Grant Agreement with Caltrans to accept a Fiscal Year 2025-26 Caltrans Sustainable Transportation Planning Grant to develop a Ventura County multimodal transportation network climate adaptation assessment and action plan.
- Approve an amendment to the Fiscal Year 2025/2026 Regional Transportation Planning Budget to increase revenues by \$265,586 in a new Climate Adaptation Planning Grant line item and increase expenditures by \$265,586 in a new Climate Adaptation Planning category.

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

**DISCUSSION CALENDAR:**

**10. COMMUNITY OUTREACH PROGRAM UPDATE-PG.75**

**Recommendation:**

- Receive and file.

**Responsible Staff:** Darrin Peschka, Program Manager, Government and Community Relations

**11. UPDATE ON REGIONAL TRANSIT PROJECTS -PG.77**

**Recommendation:**

- Receive a presentation on regional transit projects.

**Responsible Staff:** Matt Miller, Program Manager, Transit Services and Aubrey Smith, Program Manager, Regional Transportation Planning

**12. GENERAL COUNSEL REPORTS-**

**13. AGENCY REPORTS:**

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

Primary: Chair Mike Judge

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

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

**Coastal Rail Coordinating Council-CRCC**

Primary: Commissioner Jim White  
Alternate: Commissioner Jeff Gorell

**California Association of Councils of Governments**

Primary: Commissioner Jenny Crosswhite

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White  
Alternate: Commissioner Carrie Broggie

**14. ADJOURN to 9:00 a.m. Friday, SEPTEMBER 5, 2025,** at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



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Item # 9A

July 11, 2025

**MEETING MINUTES OF JUNE 6, 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 Commissioner Trembley.

**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  
Rachel Lang, City of Ojai  
Kelly Long, County of Ventura  
Vianey Lopez, County of Ventura  
Janice Parvin, County of Ventura  
Tony Trembley, City of Camarillo  
Marlon Regisford, District 7 Caltrans Deputy District Director of Planning and Local Assistance

**ABSENT:**

Jeff Gorell, County of Ventura  
Jim White, Citizen Rep., County

**4. PUBLIC COMMENTS** – There was one public comment from constituent Victor Kamhi regarding PowerPoint presentations.

**5. CALTRANS REPORT** – Marlon Regisford, Deputy District Director of Planning and Local Assistance gave the Caltrans report for the month of June. He also introduced Miranda Myers, Caltrans District 7 Public Information Officer, who gave a PowerPoint presentation on the North Fork Matilija Creek Bridge Safety Improvement Project on State Route 33 and the SR-33 Pavement Preservation Project in Oak View, Ventura County.

**6. COMMISSIONER REPORTS** – Commissioner Trembley asked that the June meeting be adjourned in memory of Bill Little, former City Manager for City of Camarillo and longtime council member.

Commissioner Engler reported Metrolink is still preparing for the upcoming Olympics and stated there has been a pull

back from a 100% car-free Olympics to a more realistic approach. He stated there is still a lot of work to be done to get enough train sets to handle what the expected ridership load will be during the Olympics. Commissioner Engler also stated Metrolink has had an increase in delays due to person strikes on the rail. He urged all to stay away from and not trespass onto the rail right-of-way.

## **7. EXECUTIVE DIRECTOR REPORT-**

Executive Director Martin Erickson reported on the following items:

- Thanked commissioners who were able to participate earlier today to view the newest transit vehicles, including two large buses -one battery electric and one clean diesel MCI bus -as well as a new van for the Valley Express.
- Thanked the RATP Dev and MV Transit teams for helping to get these buses out to the City of Camarillo for presentation to the commission.
- Recognized Peter De Haan, Programming Director, who retired after 27 years of dedicated service to VCTC.

Peter De Haan shared a few memories and thanked staff and the commission for the 27 years of great work throughout his time at VCTC. Chair Judge along with commissioners thanked Peter De Haan for his many years of dedicated service.

**8. ADDITIONS/REVISIONS** – Executive Director Martin Erickson asked that the commission pull completely from the consent calendar agenda item 9I Simi Valley Double Track Project Memorandum of Understanding (MOU) Amendment with Southern California Regional Rail Authority (SCRRA).

## **9. CONSENT CALENDAR**

Executive Director Martin Erickson stated he would like to make an amendment to the consent calendar item 9E. Amendments To Cooperative Agreement with Caltrans and Consultant Contract with WSP USA, INC for The US 101 High Occupancy Vehicle/Express Bus Lane Project Approval/Environmental Document (PAED) Phase. Mr. Erickson stated the recommendation 9E would stay the same but there was an amendment to the language on the last page of the staff report, and staff are asking for these changes to be accepted in the consent calendar and for those changes to be reflected in the adopted June 6, 2025, consent calendar.

Commissioner Parvin moved to approve the changes and amendments to item 9E and approve the consent calendar. items 9A through 9H and 9J through 9O. The motion was seconded by Vice-Chair McQueen-Legohn and passed unanimously.

### **9A. APPROVE MINUTES OF MAY 9, 2025, MEETING**

#### **Recommended Action:**

- Approve the summary minutes of May 9, 2025.

### **9B. MONTHLY BUDGET REPORT**

#### **Recommended Action:**

- Receive and file the monthly budget report for April 2025.

### **9C. RESOLUTION NO. 2025-05 TO CLAIM FISCAL YEAR 2025/2026 TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS AND STATE OF GOOD REPAIR FUNDS**

#### **Recommended Action:**

- Approve Resolution No. 2025-05 authorizing VCTC's claims for Fiscal Year 2025/2026 Transportation Development Act Local Transportation Funds, State Transit Assistance funds and State of Good Repair funds for transit, planning, and administration.

### **9D. TRANSPORTATION DEVELOPMENT ACT (TDA) LOCAL TRANSPORTATION FUNDS (LTF) FINAL APPORTIONMENT FOR FISCAL YEAR 2025/2026**

#### **Recommended Action:**

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



**9E. AMENDMENTS TO COOPERATIVE AGREEMENT WITH CALTRANS AND CONSULTANT CONTRACT WITH WSP USA, INC. FOR THE US 101 HIGH OCCUPANCY VEHICLE / EXPRESS BUS LANE PROJECT APPROVAL / ENVIRONMENTAL DOCUMENT (PAED) PHASE**

**Recommended Action:**

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

**9F. REVISED DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**

**Recommended Action:**

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

**9G. CONSTRUCTION MANAGEMENT AGREEMENT SERVICES (CMS) AGREEMENT-CAMARILLO TRAIN STATION AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENT PROJECT**

**Recommended Action:**

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

**9H. PURCHASE OF BUS STOP AMENITIES – COUNTYWIDE TRANSIT STOPS AND STATIONS NEEDS ASSESSMENT AND INFRASTRUCTURE IMPROVEMENTS PROJECT**

**Recommended Action:**

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

**~~9I. SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING (MOU) AMENDMENT WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)~~**

**~~Recommended Action:~~**

- ~~• Authorize the Executive Director to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for legal efforts required for the Simi Valley Double Track Project, including a loan of up to \$556,000 of STA funds.~~
- ~~• Amend the FY2024-2025 VCTC Metrolink budget by adding \$1,546,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$1,546,000.~~

**\*This agenda item was pulled and removed from June 6, 2025, meeting agenda.**

**9J. JUNE LEGISLATIVE UPDATE**

**Recommended Action:**

- Receive and file.

**9K. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MAY 2025 AND FISCAL YEAR 2024/2025 PROGRAM BUDGET AMENDMENT**

**Recommended Action:**

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

increase the transfer-in to the General Fund from the SPBL by \$76,000, and increase the transfer out of the SPBL to the General Fund by \$76,000.

**9L. FISCAL YEAR 2024/2025 BUDGET AMENDMENT FOR TRANSIT GRANT ADMINISTRATION PROGRAM**

**Recommended Action:**

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

**9M. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT -3<sup>RD</sup> QUARTER FISCAL YEAR 2025**

**Recommended Action:**

- Receive and file.

**9N. AMENDMENT NO. 1 TO GENERAL COUNSEL LEGAL SERVICES**

**Recommended Action:**

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

**9O. SHORT RANGE TRANSIT PLAN CONTRACT AMENDMENT NO. 3 WITH FEHR AND PEERS**

**Recommended Action:**

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

**DISCUSSION CALENDAR:**

**10. FISCAL YEAR 2025/2026 BUDGET**

**Recommended Action:**

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

Martin Erickson, Executive Director, stated he had a small error to correct in the final budget. There was a formula error on page 78 on table 15 of the Rail Program task budget. He stated the total program cost stays the same but two of the numbers have a change on table 15 under the indirect cost. The numbers should change to \$244,900 and the project costs to \$41,648,958. The totals don't change as it was a formula formatting error. Mr. Erickson stated he is asking for the numbers to reflect the changes in the final budget book.

Lupe Acero, Director of Finance, and Martin Erickson, Executive Director, gave the Fiscal Year 2025/2026 Budget PowerPoint presentation to the commission. Chair Judge opened the public hearing of the Fiscal Year 2025/2026 Budget at 9:54 a.m. There were no public comments submitted to VCTC for the VCTC Fiscal Year 2025/2026 Proposed Budget-Public Hearing. Chair Judge closed the public hearing at 9:55 a.m.

Commissioner LaVere moved to approve item 10 Fiscal Year 2025/2026 Budget. The motion was seconded by Commissioner Halter and passed unanimously.

**11. TRANSIT TRANSFORMATION TASK FORCE PRESENTATION**

**Recommended Action:**

- Receive presentation on the Transit Transformation Task Force.

Claire Grasty, Director of Public Transit introduced Hunter Owens, Senior Advisor for Transit Mobility Data and Performance at CalSTA, who gave a PowerPoint presentation update to the commission regarding the Transit Transformation Task Force.

## **12. VENTURA COUNTYWIDE SHORT RANGE TRANSIT PLAN 2025-2034**

### **Recommended Action:**

- Receive and file a presentation on the Ventura Countywide Short-Range Transit Plan 2025-2034.

Aubrey Smith, Program Manager Regional Transportation Planning, introduced Jeremiah LaRose, Senior Consultant with Fehr & Peers, who provided a PowerPoint presentation and update to the commission on the Ventura Countywide Short-Range Transit Plan 2025-2034.

## **13. SESPE CREEK OVERFLOW RAILROAD BRIDGE PERMANENT REPAIR CONTRACT AWARD**

### **Recommended Action:**

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

Amanda Fagan, Director of Planning and Sustainability, gave a PowerPoint presentation regarding the Sespe Creek Overflow Railroad Bridge Permanent Repair Contract Award.

Commissioner Parvin moved to approve the Sespe Creek Overflow Railroad Bridge Permanent Repair Contract Award. The motion was seconded by Vice-Chair McQueen-Legohn and passed unanimously.

## **14. GENERAL COUNSEL REPORTS-**

General Counsel Lindsay D'Andrea expressed her gratitude and excitement to be serving as VCTC's new General Counsel.

## **15. AGENCY REPORTS:**

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

Primary: Chair Mike Judge

Chair Judge stated SCAG had its Transportation Committee Meeting in which they received a few presentations, one being the update by the High-Speed Rail Authority. The second presentation was by Brightline West, which is the line that will go from Ranch Cucamonga to Las Vegas. He stated the project seems to be on time and under the project budget. He also stated they had a report regarding California zero emission infrastructure. The report discussed the mapping of all charging stations until 2045.

Commissioner Crosswhite reported on the Energy and Environment Committee and stated they received a presentation on a white paper about water and heard from three speakers. Commissioner White stated one speaker talked about an idea of budget-based rates, which can help increase affordability and conservation.

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

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

No report.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

No report.

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

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

No report.

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

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite reported that at the CalCOG meeting they discussed grant co-application to develop materials and try to get a sense of public attitudes about road pricing and trying to replace the gas tax. A campaign should be coming soon. She also reported about SB 375 and how a determination was made to create a task force to try to come to a consensus. She also stated that they discussed cap-and-trade and that CalCOG officially decided not to join the coalition. She also reported the budget was approved.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

No report.

**16. ADJOURN**

The VCTC June 6, 2025, meeting was adjourned in memory of Former City of Camarillo City Manager, Councilmember and VCTC Commissioner Bill Little.

The next commission meeting will be held at 9:00 a.m. **Friday, July 11, 2025**, at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.



**Item # 9B**

**July 11, 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 May 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 May 31, 2025, budget report indicates that the revenues were approximately 64.4% of the adopted budget while expenditures were approximately 59.3% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are depreciated consist of buildings, rail stations, transit equipment, 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 May 31, 2025**

**Assets and Deferred Outflows**

Cash and Investments	\$	85,378,246.45
Receivables/Due from other funds		10,728,390
Prepays and Deposits		807,683
Capital Assets, undepreciated		26,357,123
Capital Assets, depreciated, net		24,630,370
Deferred Outflows		2,227,653
<b>Total Assets and Deferred Outflows</b>		<b><u>\$150,129,466</u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$	15,222,276
Deferred Revenue		23,318,985
Deposits		67,059
Accrued Vacation		208,606
Accrued Lease-SBITA liability and interest		431,035
Deferred Inflows		1,056,673
Pension Liability		1,123,467
OPEB Liability		2,737
<b>Total Liabilities and Deferred Inflows:</b>	<b>\$</b>	<b><u>41,430,839</u></b>

**Net Position:**

Invested in Capital Assets		\$50,987,493
Fund Balance		57,711,134
<b>Total Net Position</b>		<b><u>\$108,698,627</u></b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE ELEVEN MONTHS ENDED MAY 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
<b>Revenues</b>												
Federal Revenues	\$ 7,557,304	\$ 0	\$ 0	\$ 0	\$ 0	65,666	\$ 3,437,752	\$ 1,556,278	\$ 12,617,000	\$ 25,177,982	(12,560,982)	50.11
State Revenues	24,695,577	38,001,608	7,453,670	1,399,719	1,249,299	99,364	5,153,762	0	78,052,999	119,098,949	(41,045,950)	65.54
Local Revenues	122,414	0	0	0	0	388,650	1,944,685	1,813,657	4,269,406	5,236,850	(967,444)	81.53
Other Revenues	2,938	0	0	260	0	0	344,944	21,788	369,930	26,000	343,930	1,422.81
Interest	228,425	320,798	938,901	120,381	276,844	10,582	21,694	16,720	1,934,345	1,370,000	564,345	141.19
<b>Total Revenues</b>	<b>32,606,658</b>	<b>38,322,406</b>	<b>8,392,571</b>	<b>1,520,360</b>	<b>1,526,143</b>	<b>564,262</b>	<b>10,902,837</b>	<b>3,408,443</b>	<b>97,243,680</b>	<b>150,909,781</b>	<b>(53,666,101)</b>	<b>64.44</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	3,677,716	0	0	0	0	0	143,652	63,983	3,885,351	4,579,500	(694,149)	84.84
Legal Services	12,554	0	0	0	0	0	0	0	12,554	46,200	(33,646)	27.17
Professional Services	154,532	0	0	0	0	0	0	0	154,532	245,200	(90,668)	63.02
Office Leases	197,614	0	0	0	0	0	0	0	197,614	223,400	(25,786)	88.46
Office Expenditures	721,280	0	0	0	0	0	111,833	49,811	882,924	1,057,000	(174,076)	83.53
<b>Total Administration</b>	<b>4,763,696</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255,485</b>	<b>113,794</b>	<b>5,132,975</b>	<b>6,151,300</b>	<b>(1,018,325)</b>	<b>83.45</b>
<b>Programs and Projects</b>												
<b>Transit &amp; Transportation Program</b>												
Regional Transit Technology	1,994,980	0	0	0	0	0	0	0	1,994,980	8,663,411	(6,668,431)	23.03
SD-Accessible Mobility Service	372,015	0	0	0	0	0	0	0	372,015	772,000	(399,985)	48.19
VCTC Intercity Bus Services	0	0	0	0	0	0	13,962,512	0	13,962,512	22,566,338	(8,603,826)	61.87
Valley Express Bus Services	0	0	0	0	0	0	0	3,599,651	3,599,651	6,289,700	(2,690,049)	57.23
Transit Grant Administration	23,690,466	0	0	0	0	0	0	0	23,690,466	37,453,933	(13,763,467)	63.25
<b>Total Transit &amp; Transportation</b>	<b>26,057,461</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,962,512</b>	<b>3,599,651</b>	<b>43,619,624</b>	<b>75,745,382</b>	<b>(32,125,758)</b>	<b>57.59</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	1,279,696	0	0	0	0	1,279,696	1,980,900	(701,204)	64.60
Highway Program Management	381,183	0	0	0	0	0	0	0	381,183	4,459,846	(4,078,663)	8.55
<b>Total Highway</b>	<b>381,183</b>	<b>0</b>	<b>0</b>	<b>1,279,696</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,660,879</b>	<b>6,440,746</b>	<b>(4,779,867)</b>	<b>25.79</b>

For Management Reporting Purposes Only



**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE ELEVEN MONTHS ENDED MAY 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
<b>Rail Program</b>												
MetroLink & Commuter Rail	12,094,739	0	0	0	0	0	0	0	12,094,739	24,129,540	(12,034,801)	50.12
LOSSAN & Coastal Rail	9,108	0	0	0	0	0	0	0	9,108	11,400	(2,292)	79.89
Santa Paula Branch Line	0	0	0	0	0	2,137,505	0	0	2,137,505	14,133,430	(11,995,925)	15.12
<b>Total Rail</b>	<b>12,103,847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,137,505</b>	<b>0</b>	<b>0</b>	<b>14,241,352</b>	<b>38,274,370</b>	<b>(24,033,018)</b>	<b>37.21</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	12,476	0	0	0	0	0	0	0	12,476	55,183	(42,707)	22.61
Rideshare Programs	193,498	0	0	0	0	0	0	0	193,498	314,300	(120,802)	61.56
<b>Total Commuter Assistance</b>	<b>205,974</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205,974</b>	<b>369,483</b>	<b>(163,509)</b>	<b>55.75</b>
<b>Planning &amp; Programming</b>												
TDA Administration	240,720	36,751,175	387,135	0	61,831	0	0	0	37,440,861	42,807,939	(5,367,078)	87.46
Transportation Programming	51,897	0	0	0	0	0	0	0	51,897	83,900	(32,003)	61.86
Regional Transportation Planni	599,428	0	0	0	0	0	0	0	599,428	1,420,962	(821,534)	42.18
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	13,635	(13,635)	0.00
Regional Transit Planning	2,850,933	0	0	0	0	0	0	0	2,850,933	7,157,000	(4,306,067)	39.83
<b>Total Planning &amp; Programming</b>	<b>3,742,978</b>	<b>36,751,175</b>	<b>387,135</b>	<b>0</b>	<b>61,831</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,943,119</b>	<b>51,483,436</b>	<b>(10,540,317)</b>	<b>79.53</b>
<b>General Government</b>												
Community Outreach	189,115	0	0	0	0	0	0	0	189,115	226,600	(37,485)	83.46
State & Federal Relations	123,585	0	0	0	0	0	0	0	123,585	155,500	(31,915)	79.48
Management & Administration	148,232	0	0	0	0	0	0	0	148,232	282,600	(134,368)	52.45
<b>Total General Government</b>	<b>460,932</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>460,932</b>	<b>664,700</b>	<b>(203,768)</b>	<b>69.34</b>
<b>Total Expenditures</b>	<b>47,716,071</b>	<b>36,751,175</b>	<b>387,135</b>	<b>1,279,696</b>	<b>61,831</b>	<b>2,137,505</b>	<b>14,217,997</b>	<b>3,713,445</b>	<b>106,264,855</b>	<b>179,129,417</b>	<b>(72,864,562)</b>	<b>59.32</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE ELEVEN MONTHS ENDED MAY 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	(15,109,413)	1,571,231	8,005,436	240,664	1,464,312	(1,573,243)	(3,315,160)	(305,002)	(9,021,175)	(28,219,636)	19,198,461	31.97
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	11,361,705	0	0	0	0	0	0	0	11,361,705	11,348,870	12,835	100.11
Transfers Into GF From STA	1,941,005	0	0	0	0	0	0	0	1,941,005	5,761,799	(3,820,794)	33.69
Transfers In GF From SGR	978,954	0	0	0	0	0	0	0	978,954	5,931,543	(4,952,589)	16.50
Transfers Into GF From SAFE	389,236	0	0	0	0	0	0	0	389,236	442,000	(52,764)	88.06
Transfers Into GF From SPBL	158,819	0	0	0	0	0	0	0	158,819	190,200	(31,381)	83.50
Transfers Into SPBL From STA	0	0	0	0	0	2,131,295	0	0	2,131,295	12,216,630	(10,085,335)	17.45
Transfers Into VI From STA	0	0	0	0	0	0	5,000,000	0	5,000,000	6,008,453	(1,008,453)	83.22
Transfers Into VE	0	0	0	0	0	0	0	1,286,115	1,286,115	1,307,500	(21,385)	98.36
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	(1,941,004)	0	0	0	0	0	(1,941,004)	(5,761,799)	3,820,795	33.69
Transfers Out of STA Into SPBL	0	0	(2,131,295)	0	0	0	0	0	(2,131,295)	(12,216,630)	10,085,335	17.45
Transfers Out of STA Into VI	0	0	(5,000,000)	0	0	0	0	0	(5,000,000)	(6,008,453)	1,008,453	83.22
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	(389,236)	0	0	0	0	(389,236)	(442,000)	52,764	88.06
Transfers Out of SPBL Into GF	0	0	0	0	0	(158,819)	0	0	(158,819)	(190,200)	31,381	83.50
Transfers Out of SGR Into GF	0	0	0	0	(978,954)	0	0	0	(978,954)	(5,931,543)	4,952,589	16.50
Transfers Out of SGR Into VE	0	0	0	0	(1,283,811)	0	0	0	(1,283,811)	(1,300,000)	16,189	98.75
<b>Total Other Financing Sources</b>	<b>14,829,719</b>	<b>(11,361,706)</b>	<b>(9,074,603)</b>	<b>(389,236)</b>	<b>(2,262,765)</b>	<b>1,972,476</b>	<b>5,000,000</b>	<b>1,286,115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>(279,694)</b>	<b>(9,790,475)</b>	<b>(1,069,167)</b>	<b>(148,572)</b>	<b>(798,453)</b>	<b>399,233</b>	<b>1,684,840</b>	<b>981,113</b>	<b>(9,021,175)</b>	<b>(28,219,636)</b>	<b>19,198,461</b>	<b>31.97</b>
<b>Beginning Fund Balance w/o capital a:</b>	<b>5,830,033</b>	<b>18,194,081</b>	<b>31,497,588</b>	<b>3,975,722</b>	<b>7,794,251</b>	<b>25,367</b>	<b>43,274</b>	<b>-</b>	<b>67,360,316</b>			
<b>Long-term Pension/OPEB/Vacation/Lease s/SBITA Net Adjustment*</b>	<b>(583,698)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(44,309)</b>	<b>0</b>	<b>(628,007)</b>			
<b>Fund Balance as of</b>	<b>4,966,641</b>	<b>8,403,606</b>	<b>30,428,421</b>	<b>3,827,150</b>	<b>6,995,798</b>	<b>424,600</b>	<b>1,683,805</b>	<b>981,113</b>	<b>57,711,134</b>			

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

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
INVESTMENT REPORT  
AS OF MAY 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.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	\$29,034.55	EAC & 1.08%	\$ 5,585,307.93
LAIF	State Pool	N/A	238,686.62	4.48%	4,036,851.20
County of Ventura**	Treasury Pool	N/A	1,647,159.05	4.38%	75,621,532.86
State of California	Deposit on Mediation	N/a	19,463.87		0
VCCF Bike Fund	Investment	N/A	Annually	annually	19,306.92
<b>Total</b>			<b>\$1,934,344.09</b>		<b>\$85,262,998.91</b>

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

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

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

The Commission's funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. A small portion of interest earned in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized.

The amounts shown above are not adjusted for fair value. Wells Fargo Bank, County of Ventura and LAIF statements are the sources for provided information.

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

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



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Item # 9C

July 11, 2025

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

**RECOMMENDATION:**

- *Receive and file a report on Santa Paula Branch Line updates for the month of June 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 and written updates on SPBL operations have been provided since June 2023. The following report includes updates for the month of June 2025.

**DISCUSSION:**

June 2025 updates and activities include:

- *Leasing, Licensing, and Rights-of-Entry*
  - Two lease reassignments (Loose Caboose/Barnyard, Lindgren/Underwood) remain outstanding. Staff followed up with the owner of the Barnyard on the draft lease and crossing agreement.
  - In alignment with the Commission-approved right-of-entry (ROE) permitting process, staff continue to coordinate with Sierra Northern Railway on review of ROE applications. Application instructions, template and mapping resources are available at <https://www.goventura.org/spbl>. In June, Sierra Northern issued ROEs for the Black Walnut battery energy storage project in Santa Paula and continued to coordinate right-of-entry and licensing for two sewer projects, one in Satcoy 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 May 8, VCTC Executive Director participated in a public workshop to share updates on the project, which is proceeding to final design. More information on the City's *Rails with Trails* project is available at:  
<https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>.
- Staff continued to support the City of Santa Paula's efforts to plan, design, and conduct community engagement for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. On May 7, VCTC staff attended a City Council meeting at which City staff and consultants presented design options to the Council. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
- In June, VCTC conducted the first round of public and stakeholder engagement for the SPBL Trail Master Plan Update project. On June 9, VCTC convened the second Project Development Team meeting. On June 12, VCTC convened the first Technical Advisory Committee meeting, and on June 18, the first Citizens Advisory Committee. The first public workshop was held on June 24 from 5:00-7:00PM at the Fillmore Library.
- The team posted a new web page dedicated to the Master Plan Update at <https://www.goventura.org/spbl-trail-master-plan> and created a project email address at [spbl.trail@goventura.org](mailto:spbl.trail@goventura.org).
- **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). In June, the Category B project advanced to review by CalOES, before final review by VCTC and subsequent obligation. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA upon request.
  - 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 in Summer 2025. After the June 6 Commission approval to award the contract for construction services to repair the Sespe Creek Overflow railroad bridge, VCTC executed a contract with Granite Construction Company on June 9 and issued a Limited Notice to Proceed (LNTP) on June 11. The LNTP allows the contractor to proceed with submittal preparation and submission, including site specific work plan, shop drawings, survey, BMP installation, and delivery of materials and equipment to the worksite. The LNTP does not permit demolition or bridge construction, including any work within the waterway, pending completion of environmental permitting. VCTC's environmental consultant team continues to coordinate with regulatory agencies and engagement with the construction contractor to evaluate and refine the water diversion plan for use during reconstruction of the bridge for submitting emergency permits.
- **Coordination with Sierra Northern Railway**
  - Staff coordinated with SNR's Ventura Division General Manager on issuance of ROEs, Site Visits, Inspections, and other rail activities as needed.
  - SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. 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 replacement of the existing Ferris Drive bridge, located just east of Santa Paula Creek. The replacement bridge will be raised to address a low-clearance issue below the existing bridge. Due to a delay in availability of Sierra Northern's bridge construction subcontractor, SNR anticipates beginning the project in September, which will require approximately one week to complete. The project will rebuild the bridge with a new steel structure with an open-deck design to raise the bridge using an industry standard design that will gain 6-8 inches of height from below the bridge. Sierra Northern conducts weekly inspections on the bridge to ensure safety and stability of the bridge until construction can be completed. A cleanup of the right-of-way within this area is planned by Sierra Northern for July.



Item # 9D

July 11, 2025

**MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**  
**FROM: ANDREW KENT, PROGRAM MANAGER – TRANSPORTATION DATA & SERVICES**  
**SUBJECT: EMERGENCY ROADSIDE CALLBOX REMOVAL CONTRACT AWARD**

**RECOMMENDATION:**

- *Approve an amendment to the Motorist Aid Program Budget for Fiscal Year 2025/2026 to increase expenditures in the Consultant Services line item by \$314,500, reallocate \$62,500 from Callbox Communications to Consultant Services, and increase the SAFE Revenues and Fund Transfer line item by \$252,000.*
- *Authorize the Executive Director to finalize and execute an Agreement with Global Builders Inc. to remove and dispose of the Ventura County roadside call box system in an amount not to exceed \$564,260 (Attachment A).*

**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 May 2025, the SAFE Board voted to approve the decommission and removal of the Ventura County call box system, including authorizing the Executive Director, or his designee, to release an Invitation for Bids (IFB) for Contractor Services to remove and dispose of the call boxes.

In June 2025, SAFE Staff submitted a systemwide call box removal notice to Caltrans and released an IFB for contractor services to complete the removals. Staff conducted outreach to notify local and regional contractors specializing in roadway/highway construction of the contract opportunity. Staff received one bid by the proposal deadline from Global Builders, Inc. To avoid extending the maintenance services contract with Knightscope beyond its term, which ended June 30, 2025, the VCTC Executive Director executed a contract with Global Builders, Inc. under a separate small contractor services agreement for \$25,000 to complete the call box bagging task in the IFB scope of work prior to the Commission awarding the full contract.

**DISCUSSION:**

The recommended contract award will result in the removal and disposal of all 427 emergency roadside call boxes in the Caltrans right-of-way in Ventura County at the direction of the VCTC Executive Director. The contractor will be responsible for obtaining all necessary permits from Caltrans District 7 to perform the work in the Caltrans right-of-way. Once all call boxes have been bagged to indicate discontinuation of service and permissions have been granted by Caltrans, the contractor will proceed to remove the call boxes and restore the Caltrans right-of-way to pre-existing conditions. The proposed work shall consist of removing all call box related improvements including, but not limited to, poles with call boxes, signage and solar panels, and concrete pads in landscaped areas where present. The contractor will be responsible for disposal of all call box waste materials. The scope of work includes the following tasks:

1. Bagging the Call Boxes per Motorist Aid Guidelines (Work Ongoing Through Small Service Contract)
2. Removal of Call Boxes and Associated Equipment
3. Restoration of Call Box Sites to Original Conditions
4. Disposal and Recycling of the Call Boxes and Related Materials
5. Traffic Control per Caltrans Requirements
6. Documentation & Daily Reporting

VCTC's adopted Procurement Policies and Procedures (Revised October 6, 2023) allows for procurement by noncompetitive proposals (sole source) when, after solicitation of several sources, competition is determined inadequate. Upon receipt of only one proposal, VCTC reached out to other firms to inquire why they had not submitted a proposal. The purpose of this inquiry was to determine whether any project or RFP requirements or process impacted proposal submittal. No issues with the project or IFB requirements or process were identified from the inquiry, and VCTC staff believe that reasonable efforts were taken to facilitate a competitive selection process.

SAFE staff reviewed the bid received from Global Builders, Inc. and recommends proceeding with an award. The proposed cost is within the Staff cost estimate presented to the SAFE Board at the May 2025 Commission meeting. Global Builders recently completed call box removal and disposal services for the Riverside County Transportation Commission (RCTC). RCTC management provided a positive recommendation to SAFE staff for Global Builders, Inc. based on performance for call box removals in Riverside County. For the Riverside County removal project, RCTC reported that Global Builders executed the scope of work on schedule and within budget.

As directed by the Commission, VCTC has begun public outreach regarding the decommissioning of the callbox system with distribution of a press release, publication of an article on the VCTC News Room section of the website, and social media posts.

#### **FISCAL IMPACT:**

The total contractual cost to bag, decommission, and remove the callboxes is approximately \$589,300, including the \$25,000 for bagging. Partial funding in the amount of \$337,300 is available in the approved Fiscal Year 2025/26 budget for the removal of the callboxes (\$274,800 in Consultant Services and \$62,500 in Callbox Communications). Approval of this item requires:

- 1) a new appropriation in the amount of \$252,000 in SAFE Fund Revenue and Expenditures, and
- 2) a budget reallocation to move \$62,500 from Callbox Communications to Consultant Services.

The estimated available SAFE Fund balance on June 30, 2026 including this item is \$1,140,316, in addition to the required \$1.5M reserve.

#### **RECCOMENDATION:**

SAFE Staff recommend approval of the proposed amendment to the Motorist Aid Program Budget for Fiscal Year 2025/2026, to increase expenditures in the Consultant Services line item by \$314,500, reallocate \$62,500 from Callbox Communications to Consultant Services, and increase the SAFE Revenues and Fund Transfer line item by \$252,000. Furthermore, SAFE Staff recommend the Board authorize the Executive Director to finalize and execute an Agreement with Global Builders, Inc. for contractor services to remove and dispose of the Ventura County roadside call box system in an amount not to exceed \$564,260.





**Item # 9E**

**July 11, 2025**

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**  
**SUBJECT: SB 125 YEARS 2, 3 AND 4 FUNDING DISTRIBUTION**

**RECOMMENDATION:**

- Approve the updated SB 125 fund distribution for Years 2, 3 and 4.

**BACKGROUND**

The SB 125 funds are comprised of Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP), which includes funds from the Public Transit Account (PTA) and the Greenhouse Gas Reduction Fund (GGRF). The TIRCP funds were initially planned to be split over two years, Years 1 and 2. The ZETCP funds were and are still planned to be spread over Years 1, 2, 3 and 4, with the same amount of funding in Years 2 through 4.

However, due to State budget shortfalls, the Year 2 TIRCP funds are planned to be split over two years (Year 2 and Year 3 TIRCP). Furthermore, while Year 3 TIRCP funds and Years 3 and 4 ZETCP funds have been verbally committed to, the Governor has recommended changes to the cap-and-trade program, which could potentially still put those funds in jeopardy.

**DISCUSSION**

VCTC initially allocated the SB 125 funds between the two TIRCP years and four ZETCP years based on when transit operators needed the requested funding for projects. After the state delayed the first year of funds and future years of funding did not seem certain, funds were reallocated between the years to balance the risk across the transit operators.

Based on the split of TIRCP Year 2 funds between Years 2 and 3 and due to the uncertainty of the allocation of TIRCP Year 3 funds and ZETCP Years 3 and 4 funds, VCTC once again is reallocating the funds. Funds were primarily split between TIRCP Years 2 and 3, but there were changes made to ZETCP funds to help balance the risk between the transit operators. With the exception of funds for VCTC-led projects, funds are split in half between allocation years for the operators. For its share of the funding,

VCTC prioritized operations and vehicle replacements. of VCTC-Projects that could be deferred or were already slated to receive funding in later years remained to ensure the transit operators received funds sooner.

Since this item was approved at Transcom, the funds have been further shifted to balance the risk. Previously, Camarillo's funds were most at risk and funds have been redistributed slightly as follows:

- Increased Gold Coast Transit District's ZETCP funds by \$468,504 and reduced their TIRCP by the same amount. Increased Camarillo's TIRCP by \$468,504 and reduced their ZETCP by the same amount.
- Moved \$300,000 of Thousand Oaks ZETCP from Year 2 to Year 3. Moved \$300,000 of VCTC ZETCP from Year 3 to Year 2 to support the Camarillo rail station electric bus charging infrastructure that also supports Camarillo transit vehicles.

These agencies have all been notified and concur.

### **FISCAL IMPACT**

There is no fiscal impact. Funds are already in FY 2025-26 budget.

### **ATTACHMENT**

Attached is the breakdown of funds and fund type by operator.

Totals by Agency	TIRCP Y2	TIRCP Y3	ZETCP/GGRF Y2
Gold Coast Transit District	\$ 8,683,966.00	\$ 9,451,933.00	\$ 1,010,967.00
Simi Valley	\$ 1,100,976.50	\$ 1,100,976.50	\$ -
County of Ventura	\$ -	\$ -	\$ -
Ojai	\$ 532,773.50	\$ 532,773.50	\$ -
Valley Express	\$ 50,000.00	\$ -	\$ -
Camarillo	\$ 906,504.00	\$ 796,074.00	\$ 931,496.00
Moorpark	\$ 450,000.00	\$ 450,000.00	\$ -
Thousand Oaks	\$ 750,000.00	\$ 750,000.00	\$ 600,000.00
Metrolink	\$ 825,180.00		\$ -
VCTC Intercity - VCTC	\$ 5,137,500.00	\$ 5,137,500.00	\$ 300,000.00
VCTC - regional projects	\$ 2,831,178.00	\$ 3,048,822.00	\$ -
Total	\$ 21,268,078.00	\$ 21,268,079.00	\$ 2,842,463.00

ZETCP/GGRF Y3	ZETCP/GGRF Y4	Year 2 Total	Total
\$ -	\$ 243,000.00	\$ 9,694,933.00	\$ 19,389,866.00
\$ -	\$ -	\$ 1,100,976.50	\$ 2,201,953.00
\$ -	\$ -	\$ -	\$ -
\$ -	\$ -	\$ 532,773.50	\$ 1,065,547.00
\$ -	\$ 2,000,000.00	\$ 50,000.00	\$ 2,050,000.00
\$ 600,000.00	\$ 441,926.00	\$ 1,838,000.00	\$ 3,676,000.00
\$ -	\$ -	\$ 450,000.00	\$ 900,000.00
\$ 1,200,000.00	\$ -	\$ 1,350,000.00	\$ 3,300,000.00
\$ -	\$ -	\$ 825,180.00	\$ 825,180.00
\$ 1,042,463.00	\$ 157,537.00	\$ 5,437,500.00	\$ 11,775,000.00
\$ -	\$ -	\$ 2,831,178.00	\$ 5,880,000.00
\$ 2,842,463.00	\$ 2,842,463.00	\$ 24,110,541.00	\$ 51,063,546.00



**Item # 9F**

**July 11, 2025**

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**  
**MATT MILLER, PROGRAM MANAGER – TRANSIT SERVICES**

**SUBJECT: BUS AND BUS FACILITIES LO-NO GRANT APPLICATIONS FOR CAMARILLO RAIL**  
**STATION ELECTRIC BUS CHARGING INFRASTRUCTURE**

**RECOMMENDATION:**

- Authorize the Executive Director to prepare and submit an application for a Bus and Bus Facilities Program and a Low- or No-Emission Program grant for Camarillo rail station electric bus charging infrastructure.

**BACKGROUND**

In May 2023, VCTC completed its Zero Emission Bus Strategy and Rollout Plan (Rollout Plan). While VCTC plans to pursue hydrogen as the fuel path to transition to zero-emission buses in the future, prior to the plan being undertaken, the Santa Barbara County Association of Governments (SBCAG) purchased five battery electric motorcoaches to be put into service on the Coastal Express route. There are chargers located in Goleta and VCTC has mobile chargers at the yard, but there are no permanent electric bus chargers available for VCTC Intercity buses.

Also in May 2023, the City of Camarillo completed the Camarillo Area Transit Zero Emission Bus Rollout Plan, which identifies battery electric vehicles as the mode to transition to zero-emission vehicles. To support these efforts and be as efficient as possible, Camarillo and VCTC have partnered to construct electric vehicle charging infrastructure for both agencies to use for their bus fleets at the Camarillo rail station in the underutilized north section of the east parking lot, which VCTC owns. SB 125 funds have been set aside for this purpose, but additional funds are needed for construction.

In May 2025, the U.S. Department of Transportation/Federal Transit Administration released the Buses and Bus Facilities Program and the Low- or No-Emission Program Notice of funding opportunity (NOFO) and Call for Applications. The Buses and Bus Facilities Program assists in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or

related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. The Low- or No-Emission Program supports the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. Up to \$1.5 billion is available between both grant programs.

## **DISCUSSION**

As mentioned, VCTC is already partnering on electric bus charging infrastructure at the Camarillo rail station to support both transit agencies. Partnering helps to reduce costs and duplication of effort, as well as eliminates the need to identify additional land suitable for bus charging infrastructure. While funds have been identified for design, funds are needed for construction.

VCTC and Camarillo are planning to apply for funds to support construction of this project. As it's easy to apply for both programs concurrently, the agencies will apply to both. Camarillo has developed a cost estimate, and VCTC is using the support of a consultant to prepare the application. The Rollout Plan will need to be updated to include some requirements included by the grant programs.

Relatedly, SBCAG has received \$6 million towards additional zero-emission motorcoaches. However, the funds must be spent by 2029, and it is possible that hydrogen motorcoaches may still not be available by that time. Additionally, the cost for hydrogen fuel is uncertain and may end up being very high, especially given the threat to the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). Given this, the additional funding and the requirement for the Rollout Plan to meet certain requirements, VCTC will be updating the Rollout Plan and will revisit the strategy and fleet procurement schedule and outlook in particular.

## **FISCAL IMPACT**

There is no fiscal impact as a result of this report. Funds for consultant services is included in the VCTC Intercity budget in both FY 2024-25 and FY 2025-26.



Item # 9G

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: VENTURA COUNTY BUS STOP INVENTORY AND ASSESSMENT CONTRACT  
AWARD**

**RECOMMENDATION:**

- Approve a contract with Fehr and Peers for an amount not-to-exceed \$299,971 to conduct a Countywide Bus Stop Inventory and Assessment Project and authorize the Executive Director to negotiate and execute the agreement.

**BACKGROUND:**

VCTC, in coordination with the region's transit operators and local jurisdictions, intends to initiate a Countywide Bus Stop Inventory and Assessment Project to document existing bus stop infrastructure and assess compliance with Americans with Disabilities Act (ADA) requirements. The project supports regional goals to enhance transit accessibility, improve the rider experience, and prepare for future capital improvements.

Across Ventura County, thousands of bus stops support local and intercity transit operations. However, the region currently lacks a unified, comprehensive, and up-to-date inventory of these assets. Without this data, it is difficult for transit providers and local jurisdictions to effectively plan for and coordinate improvements, and apply for state and federal funding. This project aims to close that gap by cataloging all bus stop locations and evaluating them for features such as shelters, benches, lighting, signage, operational issues and ADA accessibility. The results will help identify deficiencies, prioritize improvements, and support future infrastructure upgrades.

The project will implement strategies from the Ventura County Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan") to conduct an inventory and evaluate the accessibility of all countywide bus stops. The Coordinated Plan examined Ventura County's demographics and transportation environment with the aim of identifying the mobility needs of older adults, individuals with disabilities, people with low incomes, and veterans.

The Project will be funded by the Southern California Association of Governments Regional Early Action Planning (REAP) 2.0 Grant Program. The REAP 2.0 program is a grant program that seeks to accelerate

progress towards state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities.

During the Coordinated Plan preparation, transit agencies, educational practitioners, and committee members noted fixed route stops that remain difficult to access and unprotected from the elements as a key need in Ventura County. Improved access to stops and stations, with enhanced amenities, will facilitate increased ridership transit, which will reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. The project will utilize a consulting firm to evaluate stops and stations countywide and serve as a model for SCAG's REAP 2.0 program.

### **DISCUSSION:**

Following a competitive procurement process, VCTC received four (4) proposals in response to the Request for Proposals (RFP) released on March 6, 2025. A selection committee comprising VCTC staff and representatives from partner agencies evaluated the proposals based on qualifications, approach, experience, and cost. Fehr and Peers] was determined to be the most qualified and responsive proposer and would provide the best value to VCTC as stated in the RFP and VCTC's Procurement Policies and Procedures.

The scope of work includes:

- Field inventory of bus stop locations countywide, including shelters, benches, signage, lighting, and accessibility features;
- ADA compliance assessments of bus stops;
- Identification of gaps and deficiencies;
- Development of a GIS-based bus stop asset database;
- Recommendations for improvement prioritization and funding strategies.

The project will be completed by April 2026, with close coordination between VCTC, transit operators, and local public works and planning staff. The project will, most importantly, allow VCTC to work with local communities and stakeholders to evaluate and identify future opportunities for community-supported improvements to transit stops throughout Ventura County. This will enhance connectivity for all ages and abilities to safely use transit as well as provide key first/last mile connections to housing.

### **FISCAL IMPACT:**

Funding for this contract is included in VCTC's adopted FY 2025-2026 budget, which is fully funded by the SCAG REAP 2.0 Grant Program.

### **ATTACHMENTS**

Attachment A – Contract with Fehr and Peers for Ventura County Bus Stops Inventory and Assessment





Item # 9H

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING  
(MOU) AMENDMENT NO. 5 WITH SOUTHERN CALIFORNIA REGIONAL RAIL  
AUTHORITY (SCRRA)**

**RECOMMENDATION:**

- Authorize the Executive Director to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for legal efforts required for the Simi Valley Double Track Project.
- Amend the FY2024-2025 VCTC Metrolink budget by adding \$100,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$100,000.

**BACKGROUND:**

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

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

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

**DISCUSSION:**

This budget amendment will amend \$100,000 in TIRCP funding to fund the settlement related to a property acquisition, as well as compensate for legal costs for that case and remaining ROW and utility issues, as allowable by the MOU. Amending the existing Memorandum is necessary to ensure that there

are sufficient funds to pay for legal support, which will help mitigate future risks to the project's schedule, budget, and implementation.

**FISCAL IMPACT**

Funding for this amendment is included in the approved FY 2025-2026 budget; no additional appropriations are required.

**ATTACHMENTS**

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



Item # 91

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: MASTER INTERAGENCY AGREEMENT FOR PARTICIPATION IN THE VENTURA  
COUNTY REGIONAL RADIO SYSTEM**

**RECOMMENDATION:**

- Authorize the Executive Director to negotiate and execute an Interagency Agreement between VCTC and participating bus agencies to participate in the Ventura County Regional Radio System (RRS).

**BACKGROUND:**

VCTC is a key agency in managing regional transportation services, infrastructure planning, and emergency transportation operations throughout Ventura County. Effective, interoperable communication is vital to these responsibilities, especially during major incidents and regional emergencies. Participation in the system will enable VCTC staff and field units to communicate directly with other public safety agencies, transit providers, and emergency management partners, improving operational effectiveness and supporting a more cohesive response during critical situations.

At the December 6<sup>th</sup>, 2024 Ventura County Transportation Commission (VCTC) meeting, the Commission approved an agreement to join the Ventura County Regional Radio System (RRS), which established uniform terms and conditions for VCTC and other public transit and transportation agencies to access the County's interoperable regional radio communications network.

On May 27, 2025, the County of Ventura's Regional Radio System's Oversight Committee formally approved the addition of VCTC to the Committee. The operators VCTC is representing for inclusion in the regional radio system under the MOU include Gold Coast Transit District, Camarillo Area Transit, Kanan Shuttle, Moorpark City Transit, Ojai Trolley, Simi Valley Transit, Thousand Oaks Transit, VCTC Intercity, and Valley Express.

The RRS, developed and maintained by the County of Ventura, provides reliable and coordinated radio communication capabilities across jurisdictions, which is essential for transit operations, emergency coordination, and regional mobility. This project upgrades the current system and equipment operators are using, allows agencies to communicate with each other for regular operational needs as well as communicate with each other and law enforcement in the case of an emergency.

The Interagency Agreement would allow local bus operators within Ventura County to join the RRS through the execution of a Joinder Agreement. This approach streamlines onboarding, promotes consistency in equipment and standards, and reduces administrative burden for all participants.

**DISCUSSION:**

As part of VCTC's efforts to support improved radio communications for its own operations and those of its transit partners, staff is currently working with the County of Ventura and local transit providers to identify compatible radio equipment and installation specifications. This includes reviewing available contracts and, where feasible, leveraging existing cooperative procurement opportunities or piggyback clauses.

Reference to the Interagency Agreement ensures that any participating agency purchasing radio equipment will do so in accordance with the technical specifications and compliance protocols detailed in Exhibit A of the Agreement. It also reinforces shared cost responsibilities and coordination roles as outlined in the Agreement. To support these efforts, VCTC staff recommends formal authorization to proceed with actions in alignment with the Interagency Agreement.

**FISCAL IMPACT:**

There is no fiscal impact resulting from this action. However, VCTC has informed bus operators that it will cover ongoing monthly service fees associated with utilizing radios on the Ventura County Regional Radio System which are estimated to be \$180,000 on an annual basis.

**ATTACHMENTS**

Attachment A –Interagency Agreement – Participation in the Ventura County's Regional Radio System



Item # 9J

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MATT MILLER, PROGRAM MANAGER – TRANSIT SERVICES**  
**SUBJECT: CSUCI COOPERATIVE AGREEMENT - FISCAL YEAR 2025-2026 EXTENSION**

**RECOMMENDATION:**

- Approve Amendment No. 27 to the Cooperative Agreement between California State University Channel Islands (CSUCI) and VCTC for Fiscal Year 2025-2026 bus service to CSUCI.

**BACKGROUND:**

For the past twenty-five years, VCTC has operated bus service to and from California State University Channel Islands (CSUCI). The service is governed by an agreement which VCTC and CSUCI extend annually. The service initially qualified as a Congestion Management and Air Quality (CMAQ) demonstration project and received federal funding for 80% of the total cost. Beginning FY 2002-2003, the routes became a regular VCTC service and generate Federal Transit Administration (FTA) revenues. For Fiscal Year 2025-2026, total FTA funding will amount to approximately \$346,065. FTA funds have declined as pandemic funds have been used up and miles used have been updated to Fiscal Year 2022-2023 miles, which have been reduced on this route. FTA funding offsets the use of local revenues provided by CSUCI, which are primarily derived from on-campus parking revenues and fees.

In Fiscal Year 2024-2025, CSUCI transit service consisted of three routes: Route 90 servicing Oxnard and the CSUCI Campus from 7:00am to 11:00pm on weekdays, Route 97 serving the Camarillo Metrolink and the CSUCI Campus from 6:45am to 10:40pm on weekdays and route 99 serving Oxnard, CSUCI Campus, and Camarillo Metrolink from 6:45am to 7:00pm on the weekends.

Due to funding challenges and low usage, CSUCI transportation management staff requested a reduction of transit service on CSUCI Route 90-99. Beginning at the start of the CSUCI academic year, transit service will be reduced to Route 99 only serving Oxnard, CSUCI Campus, and Camarillo Metrolink from 6:45am to 7:00pm daily during the Spring and Fall Semesters. During the summer, the route will operate from 8:00am to 5:30pm.

The attached amendment to the agreement between VCTC and CSUCI covers the term for the current fiscal year (July 1, 2025, to June 30, 2026).

**FISCAL IMPACT**

No fiscal impact. Sufficient funds are available for this item in the current year budget.

*Attachment: Amendment No. 27 to Cooperative Agreement between CSUCI and VCTC*



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Item # 9K

June 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MATT MILLER, PROGRAM MANAGER**  
**SUBJECT: AUTHORIZATION TO AMEND VALLEY EXPRESS BUDGET**

**RECOMMENDATION:**

- Approve budget amendment for the FY25-26 Valley Express budget to decrease the Contract Services line item by \$600.
- Approve budget amendment to decrease the revenues of FTA, CMAQ by \$311,302 and increase the revenue of Local Contribution - Bus Operations by \$310,702; for a net decrease in revenues of \$600.

**BACKGROUND**

VCTC is the administrator of the Cooperative Agreement for the Heritage Valley Transit Service in the Heritage Valley. Each year, VCTC staff presents an annual budget to the Heritage Valley Technical Advisory Committee (HVTAC) for review and approval to be presented to the Heritage Valley Policy Advisory Committee (HVPAC) for final review and approval before being incorporated into the overall agency budget of VCTC.

**DISCUSSION**

On May 5th, VCTC transit staff presented the Valley Express draft budget for review and approval to the HVTAC. The Committee reviewed the Valley Express budget and approved it to be brought to the HVPAC on May 14th. While preparing for the HVPAC meeting on May 14th, staff found three errors in the budget formula which resulted in a change to the Valley Express budget. After correcting the errors, the FTA/FTA CMAQ revenue amount decreased, the Local Contribution - Bus Operations amount increased and the Contract Services line decreased by \$600. These changes resulted in a Valley Express budget change from \$4,136,748 to \$4,136,148.

Since the errors were caught before the HVPAC meeting, staff were able to present a final corrected version of the budget to the HVPAC. This correct version was reviewed, discussed and approved by the Committee and was to be incorporated into the final VCTC FY25-26 budget. However, due to the budget timeline, this correction was not able to be included in the Fiscal Year 2025-26 Budget. A separate budget amendment is being brought to the Commission to include this adjustment in the FY 2025-26 Budget. Attached is the revised FY25-26 budget book page for the Valley Express transit service.

**FISCAL IMPACT**

Approval of this item will decrease Valley Express Contract Services by \$600 and decrease Valley Express Total Revenues by \$600 as follows:

FTA, CMAQ	\$	(311,302)
Local Contribution	\$	310,702
Net Decrease	\$	<u>(600)</u>

*Attachment: Revised Valley Express Budget.*



**BUDGET TASK: VALLEY EXPRESS****DIRECTOR:** Claire Grasty**BUDGET MANAGER:** Matt Miller

**OBJECTIVES:** Provide safe, efficient, and well-coordinated transit service within the cities of Santa Paula and Fillmore and surrounding County unincorporated area, administered through a Cooperative Agreement with the Cities and the County.

**ACCOMPLISHMENTS:** VCTC oversaw the administration of the Valley Express bus service on behalf of the Cities of Santa Paula and Fillmore and the County of Ventura. VCTC administers the program pursuant to the Cooperative agreement entered into in 2013 and reauthorized in March 2023.

Valley Express is continuing to see improved ridership, which is now at 65% of pre-pandemic figures between fixed route and dial-a-ride service. Through the unmet transit needs process, VCTC staff received public comments and requests for a route connecting the city of Fillmore and Moorpark to take advantage of work and educational opportunities in that part of Ventura County. This year, VCTC staff implemented the new Fillmore to Moorpark route that serves the Fillmore Terminal, Moorpark Metrolink Station, Moorpark Marketplace, and Moorpark College. At the time of this writing, the route has recorded 3,242 boardings which is the second most utilized route in the Valley Express transit system. Ridership is comprised of 77% college students and youth riders with the rest being adults and seniors.

In the past year, staff have worked to procure 11 new replacement vehicles for the service. Five of these vehicles are new BraunAbility Dodge Promaster Vans modified for transit service offering a low floor and wheelchair ramp for easier loading and unloading for all passengers especially those with mobility challenges.

**DESCRIPTION:** The Valley Express service provides General Public Dial-a-Ride (DAR), Fixed Route, and Americans with Disabilities Act (ADA) Paratransit/Senior transit services. VCTC administers the program pursuant to a cooperative agreement. Since its inception, VCTC has provided administration of the policy and technical committees, contractor oversight, marketing program development, ridership analysis, service quality monitoring and general outreach activities to promote transit usage. Currently, VCTC staff is working on a countywide short range transit plan that includes improvements to the Valley Express transit system. These improvements include concepts to increase transit usage by making enhancements to the fixed-route service while keeping the program financially sustainable.

The cost of the transit service is driven primarily by contract service provider rates and the level of service provided. Costs in the Fiscal Year 2024/2025 budget include the Fillmore to Moorpark route and increased DAR costs due to increased demand. Costs include a fixed administrative fee of \$137,900 (for VCTC salaries, fringe, and indirect costs). This budget is funded by Federal Transit Administration (FTA) revenues, passenger fares and the participating local jurisdictions. As State farebox recovery ratio penalties are waived for Fiscal Year 2025-2026, local Measure "T" tax revenues from Santa Paula are not needed.

Besides the implementation of the Fillmore to Moorpark route, procurement of four more replacement transit vehicles will continue, with an expected delivery in October 2025.

**BUDGET TASK: VALLEY EXPRESS (continued)****DIRECTOR:** Claire Grasty**BUDGET MANAGER:** Matt Miller**WORK ELEMENTS:**

1. Provide the Valley Express service through a contract operator and oversee contractor performance, service quality, and compliance.
2. Organize and administer regular committee meetings with representatives.
3. Oversee the planning and development of schedule adjustments of the service.
4. Implement support activities such as marketing and outreach.
5. Administer contracts related to service, consultants and as needed.
6. Prepare service statistics and provide information to Cities, County, State, and FTA.
7. Provide development of service information for online and real-time arrival systems.
8. Oversee fleet asset management including compliance with State Zero Emissions Regulations.

**PRODUCT:** Operation and administration of the Valley Express bus service as identified in the Cooperative Agreement between the Cities, the County and VCTC.

**FUNDING:**

<b>Funding Source</b>	<b>Funding Dollars</b>
FTA, CMAQ	\$1,695,378
SGR Fund Transfer	80,409
SB125	198,774
Local Contribution – Bus Operations*	1,972,287
Local Fee – Contract Administration*	136,300
Local Fee – Farebox	53,000
<b>Total Funding</b>	<b>\$4,136,148</b>

\*Local LTF contributions and fee provided by cities of Santa Paula, Fillmore and County of Ventura.

**EXPENDITURE COMPARISON:**

	<b>Fiscal Year 2023/2024 Actual</b>	<b>Fiscal Year 2024/2025 Budget*</b>	<b>Fiscal Year 2025/2026 Budget</b>
Salaries	\$ 49,317	\$ 52,600	\$ 54,600
Fringe and Tax	21,987	22,400	23,800
Indirect Cost Allocation	61,257	58,800	57,900
Mileage	973	1,000	1,500
Office Support	19	1,000	1,000
Printing	3,268	10,000	10,000
Bank Fees	0	1,000	1,000
Legal Services	41	8,000	8,000
Communications Wi-Fi	6,842	7,000	7,000
Contract Services	2,433,627	3,193,400	2,984,300
Equipment	589	10,000	10,000
Outreach	69,996	70,000	70,000
Professional Services	49,155	55,000	55,000
Vehicle Replacements	0	2,933,300	852,048
<b>Total Expenditures</b>	<b>\$2,697,071</b>	<b>\$6,423,500</b>	<b>\$4,136,148</b>

\* This budget task was amended after the Commission approved the budget in June 2024.



Item # 9L

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**State Issues**

State budget

On June 13, the state Legislature announced that it had passed a budget for the 2025-26 Fiscal Year, meeting the constitutional requirement to do so by the June 15 deadline. The proposed state budget, a \$321 billion plan, includes \$228 billion of spending from the state's General Fund in 2025-26, an estimated \$89 billion of special fund spending, and \$4 billion of spending from bond accounts.

After the passage of the budget bill, legislative leaders negotiated with Gov. Gavin Newsom to reach a final agreement on state spending, and the governor signed the budget into law June 30, just before the start of the new fiscal year. The final budget plan includes positive news for transit agencies.

In his May budget proposal, the governor proposed cuts to Senate Bill 125 (SB 125) formula funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) as well as to TIRCP Cycle 6. The Legislature rejected those cuts, restoring \$1.078 billion in GGRF funding for these programs. In Ventura County, transit operators are relying on more than \$8.5 million committed through ZETCP to support the transition to zero-emission vehicles. The ZETCP funds have been committed to projects throughout the county, including battery-electric and hydrogen charging infrastructure, zero-emission fixed route vehicles and dial-a-ride vehicles. Additionally, \$18.4 million TIRCP funds were at risk. Those are allocated to fund operations, vehicle replacements, technology improvements, zero-emission transition and free fare and other countywide programs.

The Legislature's plan also rejected Gov. Newsom's proposal to restructure the state's cap-and-trade program, including the Greenhouse Gas Reduction Fund (GGRF) through the budget process. The governor proposed changing the name of the program to "cap-and-invest" and extending the program to 2045. In addition, the governor's proposal was silent on continuing funding for TIRCP and the Low-Carbon Transit Operations Program (LCTOP) beginning in Fiscal Year 2025-26. In Ventura County, LCTOP funding supports several transit programs, including VCTC's Youth Ride Free, College Ride and Free Fare Days initiatives.

The Legislature's plan provides \$1 billion in GGRF funding for the state's High-Speed Rail Program in 2025-26 but defers the governor's proposal to continuously appropriate at least \$1 billion annually from GGRF to the High-Speed Rail Program. The budget plan does, however, shift some GGRF funding to the California Department of Forestry and Fire Protection (CalFire) in Fiscal Year 2025-26 and in subsequent years if General Fund deficits exist. Those fund shifts could place additional pressure on GGRF discretionary expenditures.

The state's cap-and-trade program is scheduled to expire in 2030. The Legislature has expressed its intent to seek an extension to the program during this legislative session. Although the budget plan defers major changes to cap-and-trade, the Legislature is expected to resume negotiating the future of the program in the coming months. The Legislature begins its summer recess July 18 and will reconvene August 18.

Attachment A is the monthly report of Delaney Hunter, the Commission's state lobbyist. The report includes additional information regarding the state budget and an update on the state's Transit Transformation Task Force.

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

### **Fiscal Impact**

The budget plan maintains TIRCP and ZETCP funds provided through past budget bills and SB 125. The anticipated shift of some GGRF funds to the General Fund could mean less discretionary funding for transit programs in future years.



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

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<b>Legislative Update</b>
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The Legislature and Governor spent the first half of the month negotiating the state budget. These negotiations involved budget subcommittee hearings, which were broken down by subject, along with hearings of the full committee to work on the differences between the Assembly, Senate, and Governor's versions of the budget.

During the budget process, there were a few policy committee hearings to begin dealing with bills the other house of the Legislature sent over. Now that the budget has been finalized, the beginning of July will again be focused solely on policy committee hearings to meet the next legislative deadline. All the bills that are not tagged fiscal must be heard before the upcoming July 18th deadline, so there will be several lengthy committee hearings over the next couple of weeks. After this first deadline, the Legislature must then hold all Appropriations Committee hearings by August 29th. However, Members will convene a month-long summer recess (July 18th to August 18th) before tackling the final month of the legislative session.

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

<b>Budget</b>
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As we have continually reported, California's finances face much uncertainty. The state drew on some of its reserves over the past two years to address these challenges, stabilizing the budget without requiring new solutions. However, by this budget year, the state faces a significant budget shortfall. To address this shortfall, the Governor's May Revision outlined a draft budget solution that involved a mix of reductions, borrowing, and other strategies. The Legislature passed SB 101 on June 13, and after negotiations, the final 2025 Budget Act was agreed upon. Key details of the final budget include: Total spending: \$321.1 billion, with \$228.4 billion from the General Fund; Balanced budget, with \$15.7 billion in reserves, including \$11.2 billion in the Rainy Day Fund and \$4.5 billion in the regular reserve.

As we also reported earlier, the May Revision also proposed to extend the Cap-and-Trade program and rename the program to the “Cap-and-Invest” program. Specifically, it includes trailer bill language that reauthorizes the nearly identical program until 2045. This notably maintains the following as-is (per section 4) until 2045. The Administration also requested at least \$1 billion annually for the High-Speed Rail Project out of the Greenhouse Gas Reduction Fund (GGRF) but was silent on other key programs like LCTOP and TIRCP. The Legislature has decided to use the normal legislative – rather than the more compressed budget – process regarding the extension of the cap and trade program and the associated issues surrounding the GGRF.

In regard to transportation, the Legislative Budget rejects the Governor’s proposal to cut \$1.1 billion to transit programs and provides up to \$750 million in emergency loans to Bay Area transit agencies to address short-term fiscal challenges. As of reporting, we are happy to report that the Governor agreed with the Legislative Budget and the \$1.1 billion will be restored.

### **Transportation Related Hearings**

The Senate Transportation Subcommittee on LOSSAN Rail Corridor Resiliency held a hearing on May 30th. The hearing focused on the challenges and opportunities for improving the LOSSAN rail corridor, which serves as the second busiest rail corridor in the U.S. Key points included the need for increased service frequencies, better coordination between transit agencies, and investments in zero-emission trains. The corridor faces significant challenges, including recent closures for track fortification and the impact of major events like the 2028 Olympics. The state and local partners are working on expanding capacity, improving reliability, and ensuring seamless connections. The discussion also highlighted the importance of federal and state support for these efforts. The meeting discussed the LOSSAN Rail Resiliency and high-speed rail plans. Jacob Wasserman proposed electrifying the corridor, regional rail branding, and a network manager for coordinated services. Jonathan Stewart highlighted geohazards like coastal landslides and earthquake risks, emphasizing the need for regional mapping and instrumentation. Jennifer Gress from the Air Resources Board discussed the need for better alignment between state and local planning to promote mode shift. Michael Pimentel and Frank Jimenez stressed the importance of state support for transit, including potential tax initiatives. Public comments advocated for electrification, dedicated funding, and safety measures for transit operators.

### **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.

The June 10th meeting was postponed to August 1st. The August meeting will take place in Oakland. The agenda for the next meeting includes approval of meeting minutes from March 11 and April 25; staff report and discussion on TTTF Report Tranche 1, which includes introduction, executive

summary, and guiding principles on boosting speed, frequency, reliability of transit, and enhancement of customer experience and safety.

<b>Upcoming Bill Deadlines and Newly Introduced Legislation</b>
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**July 18** – Last day for policy committees to hear and report bills

**July 18 – August 18** – Summer recess

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

**Introduced:** 12/2/2024

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

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

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

**Introduced:** 12/2/2024

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

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

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

**Introduced:** 1/16/2025

**Status:** 6/27/2025-In committee: Hearing postponed by committee.

**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:** 6/19/2025-In committee: Hearing postponed by committee.

**Summary:** The Freeway Service Patrol Act authorizes and provides funding for freeway service patrols, operated pursuant to an agreement between the Department of the California Highway Patrol, the Department of Transportation, and a regional or local governmental entity, to provide emergency roadside assistance on traffic-congested urban freeways throughout the state. The 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 require the Department of Transportation, the Department of the California Highway Patrol, and participating and eligible regional and local entities to, each time the guidelines for program operations are updated after January 1, 2026, consider developing or revising and including in the guidelines operational requirements for sponsorship agreements between a participating regional or local entity and any private third party that allow for the display of the sponsor's name and logo on participating tow trucks, as provided.

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

**Introduced:** 1/17/2025

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

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

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



**Introduced:** 1/21/2025

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

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

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

**Introduced:** 1/22/2025

**Status:** 6/25/2025-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Summary:** Current law 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:** 6/25/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 25). Re-referred to Com. on APPR.

**Summary:** The California Workforce Innovation and Opportunity Act establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of education and workforce investment systems to the needs of the 21st century economy and workforce. The act requires the establishment of a local workforce development board in each local workforce development area of the state to, among other things, plan and oversee the workforce investment system. This bill would require the California Workforce Development Board, upon appropriation of funds, to allocate funds to the Los Angeles County Department of Economic Opportunity and the Economic Development Collaborative for, among other things, workforce

strategies, such as education or supportive services, including stipends for underemployed and unemployed low- to moderate-income individuals to ensure a skilled and sufficient workforce for the scale of rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires and to support underemployed and unemployed low- to moderate-income workers affected by the fires. The bill would require the board, among other things, to determine the most expeditious allocation, deployment, and redeployment of the funds based on the greatest need and would require the board to require quality standards and practices, as specified.

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

**Introduced:** 1/28/2025

**Status:** 6/18/2025-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

**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:** 6/17/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (June 17). Re-referred to Com. on APPR.

**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:** 6/19/2025-In committee: Hearing postponed by committee.

**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:** 6/11/2025-Referred to Coms. on PUB. S. and JUD.

**Summary:** Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law defines stalking as willfully, maliciously, and repeatedly following or willfully and maliciously harassing another person and making a credible threat with the intent to place that person in reasonable fear for the person's safety, or the safety of the person's immediate family. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider.

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

**Introduced:** 2/13/2025

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

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

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

**Introduced:** 2/14/2025

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

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

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

**Introduced:** 2/18/2025

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

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

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

**Introduced:** 2/19/2025

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

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

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

**Introduced:** 2/19/2025

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

**Summary:** Current law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Current law creates the Los Angeles County Metropolitan Transportation Authority ("LA Metro") with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. This bill would establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College

District by (1) providing all students with a free transit pass to access the public transportation services provided by LA Metro, and (2) establishing a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program. By imposing additional duties on the Los Angeles Community College District and LA Metro, the bill would impose a state-mandated local program.

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

**Introduced:** 2/19/2025

**Status:** 6/25/2025-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Summary:** 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:** 6/25/2025-From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 12. Noes 2.) (June 24). Re-referred to Com. on N.R. & W.

**Summary:** Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. The bill would exempt a project on the state highway system from this requirement if Caltrans is the lead agency.

**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:** 6/11/2025-Referred to Com. on TRANS.

**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:** 6/25/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (June 24). Re-referred to Com. on APPR.

**Summary:** Current law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances.

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

**Introduced:** 2/20/2025

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

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

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

**Introduced:** 2/20/2025

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

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

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

**Introduced:** 2/21/2025

**Status:** 6/24/2025-In committee: Hearing postponed by committee.

**Summary:** The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources 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. Current law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Current law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.

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

**Introduced:** 2/21/2025

**Status:** 6/11/2025-Referred to Coms. on E.Q. and HOUSING.

**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 TransitOriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects.

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

**Introduced:** 2/21/2025

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

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

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

**Introduced:** 2/21/2025

**Status:** 6/4/2025-Referred to Com. on HOUSING.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries and requires the general plan to include, among other mandatory elements, a housing element, and requires the housing element to include, among other things, an inventory of land suitable and available for residential development. Current law requires, for the 4th and subsequent revisions of the housing element, the department to determine the existing and projected need for housing for each region, as specified. Current law requires the department, in consultation with the council of governments, to determine the existing and projected need of housing for each region at least 2 years prior to the scheduled revision of the housing element, as provided. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used to determine the region's housing needs at least 26 months prior to the scheduled revision of the housing element, as provided. This bill, except as specified, would extend the above-described timeline for the department to determine the existing and projected need of housing for each region from 2 years to 3 years prior to the scheduled revision of the housing element, and the above-described timeline to meet and consult with a council of governments from at least 26 months to at least 38 months prior to the scheduled revision of the housing element, respectively.

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

**Introduced:** 2/21/2025

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

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

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

**Introduced:** 2/21/2025

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

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



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

**Introduced:** 1/14/2025

**Status:** 6/9/2025-Referred to Com. on NAT. RES.

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

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

**Introduced:** 1/14/2025

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

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is located in a transit priority area and that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt.

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

**Introduced:** 1/15/2025

**Status:** 6/18/2025-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (June 18). Re-referred to Com. on APPR.

**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:** 6/5/2025-Referred to Com. on TRANS.

**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:** 6/23/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.

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

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

**Introduced:** 1/22/2025

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

**Summary:** The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 makes \$135,000,000 available, upon appropriation by the Legislature, to the Office of Emergency Services for a wildfire mitigation grant program to provide, among other things, loans, direct assistance, and matching funds for projects that prevent wildfires, increase resilience, maintain existing wildfire risk reduction projects, reduce the risk of wildfires to communities, or increase home or community hardening. The act provides that eligible projects include, but are not limited to, grants to local agencies, state agencies, joint powers authorities, tribes, resource conservation districts, fire safe councils, and nonprofit organizations for structure hardening of critical community infrastructure, wildfire

smoke mitigation, evacuation centers, including community clean air centers, structure hardening projects that reduce the risk of wildfire for entire neighborhoods and communities, water delivery system improvements for fire suppression purposes for communities in very high or high fire hazard areas, wildfire buffers, and incentives to remove structures that significantly increase hazard risk. This bill would include in the list of eligible projects grants to the above-mentioned entities for improvements to public evacuation routes in very high and high fire hazard severity zones, mobile rigid dip tanks, as defined, to support firefighting efforts, prepositioned mobile rigid water storage, as defined, and improvements to the response and effectiveness of fire engines and helicopters.

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

**Introduced:** 1/23/2025

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

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

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

**Introduced:** 1/23/2025

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

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

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

**Introduced:** 1/27/2025

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

**Summary:** Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act

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

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

**Introduced:** 1/30/2025

**Status:** 6/5/2025-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2025)(May be acted upon Jan 2026)

**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:** 6/26/2025-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:** 5/28/2025-Read third time. Passed. (Ayes 34. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**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:** 6/18/2025-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 11. Noes 0.) (June 18). Re-referred to Com. on NAT. RES.

**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:** 6/5/2025-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

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

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

**Introduced:** 2/20/2025

**Status:** 6/25/2025-June 25 set for first hearing canceled at the request of author.

**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:** 6/27/2025-Assembly Rule 56 suspended.

**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:** 6/5/2025-Referred to Com. on NAT. RES.

**Summary:** The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Current law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided.

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

**Introduced:** 2/21/2025

**Status:** 6/9/2025-Referred to Com. on NAT. RES.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office.

<b>VENTURA COUNTY TRANSPORTATION COMMISSION</b> <b>STATE LEGISLATIVE MATRIX BILL SUMMARY</b> <b>July 11, 2025</b>			
<b>BILL/AUTHOR</b>	<b>SUBJECT</b>	<b>POSITION</b>	<b>STATUS</b>
AB 21 DeMaio	Taxpayer Protection Act of 2025	Monitor	Amended to Common Interest Developments bill. Failed committee.
AB 23 DeMaio	The Cost of Living Reduction Act of 2025	Monitor	In Assembly. Amended. Re-referred to Utilities and Energy Committee.
AB 266 Davies	Freeway Service Patrol Act: sponsorship agreement	Monitor	Passed Senate Transportation Committee. Referred to Appropriations.
AB 267 Macedo	Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention	Monitor	In Assembly. Referred to Transportation Committee.
AB 289 Haney	State Highway Work Zone Speed Safety Program	Monitor	Passed Assembly Appropriations. At Assembly floor for second reading.
AB 954 Bennett	State Transportation Improvement Program: bicycle highway pilot program	Monitor	Passed Assembly. Referred to Senate Transportation Committee.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed Senate. Referred to Assembly Natural Resources 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 # 9M

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: GEISKA VELASQUEZ, PROGRAM MANAGER**

**SUBJECT: VCTC PROJECT NOMINATION PACKAGE FOR THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REGIONWIDE CALL FOR PROJECT NOMINATIONS FOR SURFACE TRANSPORTATION BLOCK GRANT (STBG) AND CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING**

**RECOMMENDATION:**

- Approve the VCTC Nomination Package and direct staff to submit to SCAG

**BACKGROUND:**

The Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program are Federal Highway Administration (FHWA) programs that provide funding for transportation. STBG provides funding to address state and local surface transportation needs, and CMAQ provides funding for projects or programs that improve air quality, relieve congestion, and generate an emissions reduction in, or offer a benefit to, a nonattainment or maintenance area.

In past years VCTC was provided, per state law, with a county apportionment for these funds and would make recommendation to SCAG the projects to be programmed in the Federal Transportation Improvement Program (FTIP). As of July 1, 2023, SCAG is now responsible for conducting a regionwide request-for-project nominations process for selection of STBG and CMAQ-funded projects.

On March 31, 2025, SCAG released guidelines to the call-for-project nominations for STBG and CMAQ funds and per the guidelines project sponsors submitted applications by the deadline of May 16, 2025. This call-for-project nominations cycle represents the first time using the new SCAG process for prioritization and programming the full amount of funds for a two-year funding cycle.

VCTC is responsible for the coordination and submission to SCAG of a Ventura County Project Prioritization Framework and subsequently a Project Nomination Package. Staff submitted the Project Prioritization Framework to SCAG following approval of the framework by the VCTC at the April 4, 2025, meeting. SCAG will review the Project Nomination Packages submitted by VCTC and the other County Transportation Commissions (CTC) against the program criteria and develop a list of projects for approval by the SCAG Regional Council.

Projects approved by SCAG for STBG and CMAQ funding will then be programmed in the 2027 FTIP and a contingency list will be maintained by SCAG for any cost savings or future funding opportunities. Staff is seeking VCTC approval of the Project Nomination Package (Attachment A) and direction to staff to submit the prioritized Project Nomination Package with associated documentation to SCAG for evaluation and project selection.

This item supports the 2023 VCTC Strategic Plan Tier 2 Top Priorities including integrating the Comprehensive Transportation Plan (CTP), encouraging local partners to plan and prioritize building new bike lanes (and seeking funding for this purpose), and coordinating efforts to prioritize and submit grant applications for goods movement.

### **FISCAL IMPACT:**

There is no fiscal impact to the current year budget for this item.

### **DISCUSSION:**

The SCAG Program Guidelines established the structure for project selection and allocation of federal funds within the SCAG region. The guidelines were developed by SCAG in consultation with CTCs in the region. There were three workshops for Ventura County eligible applicants on the SCAG guidelines and new application process; two were held virtually by SCAG and one was hosted in person by VCTC at the Camarillo library with excellent turnout.

This Nomination Package will primarily make funding available from apportionments for federal fiscal year (FFY) 2026/27 and FFY 2027/28. STBG and CMAQ funding are subject to obligation deadlines and/or Federal Transit Authority (FTA) transfer deadlines for these apportionment years being September 30, 2029, and September 30, 2030, respectively.

The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026; therefore, funding availability for this call-for-project nominations is subject to a subsequent congressional reauthorization or continuing resolution.

Table 1 below, Project Selection Milestones, outlines the expected upcoming dates for key milestones for the call-for-project nominations process.

<b>Table 1: PROJECT SELECTION MILESTONES</b>	<b>Expected Date</b>
PROJECT NOMINATION RECOMMENDATIONS TO VCTC	July 11, 2025
VCTC PROJECT NOMINATION PACKAGE TO SCAG	July 31, 2025
SCAG TRANSPORTATION COMMITTEE	November 6, 2025
SCAG REGIONAL COUNCIL AWARDS FUNDING	December 4, 2025
IMPLEMENTATION INTO THE 2025 FTIP	Jan - Feb 2026

The funding availability for this call-for-project nominations per the SCAG guidelines, is set by program target percentages. The Ventura County region STBG target percentage is 4.3% (roughly \$27M) and the CMAQ target percentage is 3.3% (roughly \$20M) and will be determined by actual apportionments.

The recommended VCTC Project Nomination Package presented in Attachment A identifies the prioritized list of projects scored through the rubrics of the Project Prioritization Framework approved by VCTC on April 4, 2025, which outlined how projects would be prioritized for funding as part of the final SCAG selection. This Prioritization Framework is posted on the VCTC website and was discussed at the March 2025 workshop. VCTC staff worked closely with local agencies throughout Ventura County to navigate the new project application process, ensure air quality improvement calculations and cost benefit were sufficient for CMAQ applications, and answer any questions that came up throughout the process.

Altogether there were thirty (30) project applications submitted from twelve (12) public agencies in Ventura County. The smallest project request was \$443,000 while the largest single request was just over \$13 million. Most applications had prior funding from either STBG and/or CMAQ, or from other sources such as Active Transportation Program or other federal programs and had incurred cost increases in the past five years requiring additional funding to complete. All projects listed as “highly recommended” will be ready to obligate the federal funding in the first year of the program (FFY 2026/27).

The first two projects listed in the recommendation table in Attachment A have been included per SCAG’s request. The \$4 million for the Oxnard Harbor District (Port of Hueneme) was previously approved for immediate use by SCAG at the recommendation of VCTC for the Shoreside Power Project cost increase. The US 101 High Occupancy Vehicle (HOV) Lanes project is not estimated to need additional funds at this time during the available programming years in this call for projects, but the project must be shown on the recommendation list to document that it has been selected through the new SCAG-managed project selection process.

This item was supported by the Transit Operators Advisory Committee (TRANSCOM) at their meeting on June 11, 2025, and by the Transportation Technical Advisory Committee (TTAC) on June 18, 2025.

Staff recommends the Commission approve the Project Nomination Package as shown in Attachment A for submission to SCAG for consideration for funding.

**2025 SCAG Call for Project Nominations for STBG & CMAQ - Project Nomination Recommendation Package**

Attachment A

Project Title		Recommend STBG	Recommend CMAQ	Agency	Total Project Cost	SCAG Defined Project Type
Highly Recommended (50 pts)	Port of Hueneme North Terminal Shore Power Project		\$ 4,000	Port of Hueneme	\$18,613	Clean Transportation
	US 101 HOV LANES	\$ -	\$ -	VCTC	\$163,014	Trans System Management/Goods Movement
	Countywide Transit Outreach Activities		\$ 1,387	VCTC	\$2,830	Transit and Multimodal Integration
	Regional Rideshare Program	\$ -	\$ 443	VCTC	\$2,215	Transportation Demand Management
	Lynn Road Bike Lane and Pedestrian Improvements	\$ 2,000		THOUSAND OAKS	\$16,114	Complete Streets
	Pedestrian and Bike Safety Improvements; Ojai Ave and Maricopa Hwy	\$ 3,541	\$ -	OJAI	\$8,498	Complete Streets
	Residential Street Sidewalk and HAWK Signal	\$ -	\$ 1,438	SAN BUENAVENTURA	\$7,839	Complete Streets
	VCTC Intercity Service Expansion		\$ 500	VCTC	\$500	Transit and Multimodal Integration
	Valley Express Service Expansion		\$ 1,169	VCTC	\$1,321	Transit and Multimodal Integration
	GCTD Demand Response Alternative Fuel Vehicle Replacement	\$ 1,785	\$ -	GCTD	\$2,017	Clean Transportation
	GCTD Fixed Route Fleet Modernization Phase 1	\$ -	\$ 5,786	GCTD	\$6,565	Clean Transportation
	Eastside Neighborhood Greenway (ROW)	\$ -	\$ 655	SAN BUENAVENTURA	\$8,668	Complete Streets
	Saticoy Pedestrian Improvements	\$ 4,700	\$ -	VENTURA COUNTY	\$9,589	Complete Streets
	Accessible Pedestrian Enhancements	\$ 575	\$ -	OXNARD	\$4,849	Complete Streets
	Oxnard Boulevard Bicycle & Pedestrian Facilities	\$ 1,700	\$ -	OXNARD	\$4,126	Complete Streets
	Pleasant Valley Road Bike Lanes ST-5006, CML-5393(036)	\$ 4,000	\$ -	CAMARILLO	\$11,464	Complete Streets
	Simi Valley Vehicle Replacement Project	\$ -	\$ 443	SIMI VALLEY	\$500	Clean Transportation
	Ventura County Adaptive Ramp Metering Feasibility Study	\$ 531		VCTC	\$600	Trans System Management/Goods Movement
	Santa Paula Trail Connectivity Project	\$ -	\$ 4,189	SANTA PAULA	\$7,060	Complete Streets
	TOTC EV Infrastructure	\$ 1,549	\$ -	THOUSAND OAKS	\$1,750	Clean Transportation
	Piru Pedestrian Improvements	\$ 4,700	\$ -	VENTURA COUNTY	\$9,692	Complete Streets
	Highly Recommended Subtotal	\$ 25,081	\$ 20,010			
Recommended (40 pts)	Bridge Replacement at Las Posas Road and Ventura Boulevard SD-5052	\$ 4,000		CAMARILLO	\$26,883	Resilience of At-Risk Infrastructure
	Victoria Ave Pavement Rehabilitation from Ralston to Valentine	\$ 3,387		SAN BUENAVENTURA	\$4,208	System Preservation
	Eastside Neighborhood Greenway (CON)		\$ 5,770	SAN BUENAVENTURA	\$8,668	Complete Streets
	GCTD Fixed Route Modernization Phase 2		\$ 3,874	GCTD	\$4,376	Clean Transportation
	Mountain Fire Adaptive Signal Infrastructure Improvement Project	\$ -	\$ 2,744	CAMARILLO	\$3,100	Trans System Management/Goods Movement
	Port Hueneme Road Corridor & Enhancement Reconstruction	\$ 3,983	\$ -	PORT HUENEME	\$4,500	Resilience of At-Risk Infrastructure
	Mills Road Pavement Rehabilitation from Loma Vista to Main	\$ 3,408		SAN BUENAVENTURA	\$3,850	System Preservation
	Recommended Subtotal	\$ 14,778	\$ 12,388			
Contingency (20 pts)	Neighborhood Street Resurfacing	\$ 13,023		OXNARD	\$14,710	System Preservation
	Hueneme Road Widening: Edison Drive to Rice Avenue (PE/ROW)	\$ 3,744		VENTURA COUNTY	\$17,801	Trans System Management/Goods Movement
	US 101/Del Norte Boulevard Interchange Improvement (PE Only)	\$ 3,099		OXNARD	\$3,500	Trans System Management/Goods Movement
	Contingency Subtotal	\$ 19,866	\$ -			
Total Requests		\$ 59,725	\$ 32,398			



Item # 9N

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: ANDREW KENT, PROGRAM MANAGER – TRANSPORTATION DATA & SERVICES**  
**SUBJECT: CITY OF FILLMORE SEWER EASEMENT AGREEMENT ON THE SANTA PAULA BRANCH LINE**

**RECOMMENDATION:**

- *Approve and authorize the Executive Director to execute a Sewer Easement Agreement (Attachment A) with the City of Fillmore for construction of an underground sewer line across the Santa Paula Branch Line at Mile Post 423.4.*

**BACKGROUND:**

Under the Railroad Lease and Operations Agreement with Sierra Northern Railway (SNR), VCTC retains rights and responsibilities to manage and assign leases and licenses required for use of and access to the Santa Paula Branch Line (SPBL) railroad right-of-way.

The City of Fillmore and Williams Homes LLC requested VCTC approval to construct a new sewer line in the existing Goodenough Road public roadway across the SPBL right-of-way. The new sewer line will serve the Creekside Community residential development in the City of Fillmore. Typically, installation and maintenance of utility equipment or infrastructure within the SPBL right-of-way is provided through a Utility License Agreement based on a template approved by the Commission and negotiated with the provider and/or local agency. However, the City of Fillmore requested an easement instead of a license agreement. Because an easement creates an interest in real property, and VCTC does not often take such action, formal Commission consideration is requested for approval of the easement agreement.

**DISCUSSION:**

Over the course of Fiscal Year 2024/2025, VCTC staff worked with City of Fillmore staff and Williams Homes LLC to develop an easement agreement for the new sewer line crossing. The sewer line easement agreement will grant a crossing right to the City of Fillmore and allow Williams Homes LLC to construct the proposed underground pipeline crossing improvements upon approval of a Right-of-Entry permit issued by Sierra Northern Railway and co-signed by VCTC.

The sewer line improvement will serve the Creekside Community residential development in the City of Fillmore. Construction of the sewer line will be completed using jack and bore techniques, avoiding impacts to the railroad infrastructure. Upon completion of construction, the City of Fillmore will take responsibility for maintenance of the sewer line crossing infrastructure. The sewer line easement agreement has been reviewed by VCTC counsel and is consistent with VCTC standard terms for construction and maintenance of a subterranean utility crossing in the SPBL right-of-way. Key features of the sewer easement agreement include:

- (1) The City will indemnify VCTC for harm stemming from use of the Easement Area, including related to existing contamination or flooding,
- (2) The easement is terminable if the Easement Area is no longer used or the City breaches their obligations under the Agreement,
- (3) VCTC can have the facilities moved at the City's cost if they conflict with a VCTC project in the future, and
- (4) The City of Fillmore will reimburse VCTC for any staff and/or consultant costs incurred to process the Agreement and review the Approved Plans for the Utilities.

Staff recommend that the Commission approve the easement agreement with the City of Fillmore and grant the new sewer line improvement crossing in the Santa Paula Branch Line railroad right-of-way at mile post 423.4.

**FISCAL IMPACT:**

There is no fiscal impact of the recommended action. Per the Easement Agreement, processing and plan review costs will be reimbursed by the City of Fillmore.



Item # 90

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**  
**SUBJECT: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT AWARD FOR CLIMATE VULNERABILITY ASSESSMENT AND ACTION PLAN**

**RECOMMENDATION:**

- *Approve Resolution No. 2025-XX to authorize the Executive Director to execute a Restricted Grant Agreement with Caltrans to accept a Fiscal Year 2025-26 Caltrans Sustainable Transportation Planning Grant to develop a Ventura County multimodal transportation network climate adaptation assessment and action plan.*
- *Approve an amendment to the Fiscal Year 2025/2026 Regional Transportation Planning Budget to increase revenues by \$265,586 in a new Climate Adaptation Planning Grant line item and increase expenditures by \$265,586 in a new Climate Adaptation Planning category.*

**BACKGROUND & DISCUSSION:**

Ventura County has faced many climate-related infrastructure challenges, from a washed-out railroad bridge to road closures and damage from flooding, mudslides, and wildfires. In February 2024, a landslide buried a segment of State Route 150 for several months, closing the only direct route between Ojai and Santa Paula and causing significant impacts to residents and businesses. In December 2024, the Mountain Fire actively threatened critical transportation infrastructure, including US 101, SR-118, SR-126, and the Camarillo, Somis, Ventura, and Santa Paula communities, which highlights the importance of this work and implementation of recommendations.

In October 2024, Caltrans released the Fiscal Year 2025-26 Sustainable Transportation Planning Grant Application Guide and Call for Applications with a total of \$37.7 million available for transportation planning projects statewide across three project areas: Sustainable Communities, Strategic Partnerships, and Climate Adaptation Planning. Eligible planning projects must have a transportation nexus, directly benefit the multimodal transportation system, improve public health, social equity, environmental justice, and the environment, and provide other important community benefits. VCTC is an eligible Primary Applicant for the Caltrans Sustainable Transportation Planning Grant program as the Regional Transportation Planning Agency (RTPA) serving Ventura County. Eligible sub-applicants include nonprofit organizations 501(c)(3). VCTC partnered with the Ventura County Community Foundation (VCCF) as a sub-applicant, given the Foundation's success with Complete Count, Project Isabella, and other wide-reaching community engagement efforts across Ventura County.

In December 2024, the Commission authorized the Executive Director to submit a grant application to prepare a multimodal transportation network climate adaptation assessment and action plan. Staff submitted a grant application in advance of the January 22, 2025 deadline. The project will develop a Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan that prioritizes vulnerable communities, identifies and prioritizes potential highway, roadway, transit, rail, port, and active transportation projects that provide both climate change mitigation and adaptation, and links projects with state and federal infrastructure grants. The Project will build on prior climate change planning documents, going beyond macro-level analysis of climate change strategies, by identifying and prioritizing specific multimodal adaptation projects that also reduce greenhouse gas emissions with priority given to

under-resourced and vulnerable communities. In addition, based on feedback from disability advocates that the Ventura & Santa Barbara Counties Transportation & Emergency Preparedness Plan (TEPP) is heavily focused on agency response and lacks practical information for the public to understand and act upon, the Project also includes an easy-to-use transportation emergency preparedness guide for individuals and families that builds upon the TEPP, with a focus on persons with access and functional needs and their caregivers, and would include a one-page form with transportation information for use during emergencies.

On July 1, 2025, Caltrans notified VCTC of a grant award within the Climate Adaptation Planning Grant Category for FY 2025-26. The grant expires June 30, 2028. Grant condition terms must be met by August 8, 2025, which includes the submittal of a Board Resolution by September 12, 2025. Given that the Commission is dark in August, VCTC Staff request Commission approval of the Board Resolution and associated Budget Amendment at the July Commission meeting.

**FISCAL IMPACT:**

The total project cost is \$299,995, which includes a \$265,586 Climate Adaptation Planning Grant award with an 11.74% local match in the amount of \$34,409. Local match (LTF) is already included in the approved VCTC Fiscal Year 2025/2026 Regional Transportation Planning Program Budget. With Commission approval of the Budget prior to Caltrans grant award announcements, a budget amendment is needed to add the awarded grant funds into the Regional Transportation Planning program budget. For clarity and ease of grant management, new Climate Adaptation Planning Grant line items are recommended within the Regional Transportation Planning Budget for both revenues and expenditures.



**RESOLUTION NO. 2025-07**  
**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION**  
**AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH THE**  
**CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE**  
**VENTURA COUNTY MULTIMODAL TRANSPORTATION NETWORK CLIMATE VULNERABILITY**  
**ASSESSMENT & ACTION PLAN**

Whereas, the Ventura County Transportation Commission is eligible to receive State and/or Federal funding for certain Transportation Projects through the California Department of Transportation; and,

Whereas, a Restricted Grant Agreement must be executed with the California Department of Transportation before such funds can be claimed through the Sustainable Transportation Planning Grant Programs; and,

Whereas, the Ventura County Transportation Commission wishes to delegate the authority to execute these agreements and any amendments thereto;

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission, the Executive Director, or designee, is authorized to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

Adopted the \_\_\_\_ day of July, 2025.

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

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Lindsay D'Andrea, General Counsel

\_\_\_\_\_  
Date



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Item # 10

**JULY 11, 2025**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: COMMUNITY OUTREACH UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

VCTC utilizes the services of a consulting firm to facilitate community outreach and public transit outreach services. In December 2020, the Commission approved a three-and-a-half-year contract with Celtis Ventures Inc. for those services. That contract began Jan. 1, 2021. In May 2024, the Commission approved a two-year extension to the contract.

The contract covers outreach work for seven VCTC programs: Intercity Services, Regional Transit Planning, Metrolink, Pacific Surfliner (LOSSAN), Rideshare, Regional Transit Technology and Community Outreach. VCTC staff works with Celtis to create and share information about VCTC programs on the website, through printed materials, on social media, via email newsletters, and through digital and print media. VCTC also shares information on behalf of regional operators and partner agencies, such as Metrolink, and creates and distributes materials to regional transit operators for countywide programs such as Free Fare Days. During the past year, VCTC outreach efforts have focused on several major initiatives, including expansion of the Spanish-language outreach campaign, ¡Buenas con VCTC!; promotion of Intercity bus routes; and education about ridesharing and bicycling. In addition, VCTC staff participated in numerous community events across the county, including Earth Day festivals and wellness events. VCTC also published its second Community Impact report, summarizing the agency's accomplishments in 2024.

The Commission will receive a presentation about these activities, as well as outreach efforts planned for the coming year.

**Fiscal Impact**

None.



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Item # 11

July 11, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: UPDATE ON REGIONAL TRANSIT PROJECTS**

**RECOMMENDATION:**

- Receive presentation on regional transit projects.

**BACKGROUND:**

Staff will provide a presentation on the following items:

- Tap2Ride (open loop) payment system deployment
- Paratransit scheduling software - RideCo
- New transit fareboxes
- Free Fare Programs
- Regional radio project
- Transit Stops Needs Assessment and Infrastructure Improvements

**FISCAL IMPACT**

No fiscal impact.



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