



**VENTURA COUNTY TRANSPORTATION COMMISSION  
LOCAL TRANSPORTATION AUTHORITY  
AIRPORT LAND USE COMMISSION  
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES  
CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
CONGESTION MANAGEMENT AGENCY**  
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**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, SEPTEMBER 5, 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 JULY 11, 2025, MEETING- PG.7\*\*](#)  
**Recommendation:**
  - Approve the summary minutes of July 11, 2025.**Responsible Staff:** Roxanna Ibarra, Clerk of the Board
- 9B. [\*\*MONTHLY BUDGET REPORT- PG.13\*\*](#)  
**Recommendation:**
  - Receive and file the monthly budget report for \_\_\_\_ 2025.**Responsible Staff:** Lupe Acero, Finance Director
- 9C. [\*\*SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JULY AND AUGUST 2025- PG.15\*\*](#)  
**Recommendation:**
  - Receive and file a report on Santa Paula Branch Line updates for the month of July and August 2025.**Responsible Staff:** Amanda Fagan, Director of Planning and Sustainability
- 9D. [\*\*REQUEST FOR PROPOSALS FOR FREEWAY SERVICE PATROL TOW CONTRACTOR FOR PATROL BEATS 1-5- PG.19\*\*](#)  
**Recommendation:**
  - Approve Release of Requests for Proposals for Freeway Service Patrol Tow Contractor Services for Patrol Beats 1-5.**Responsible Staff:** Andrew Kent, Program Manager, Transportation Data & Services
- 9E. [\*\*BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT- 4<sup>TH</sup> QUARTER- FISCAL YEAR 2025- PG.25\*\*](#)  
**Recommendation:**
  - Receive and file.**Responsible Staff:** Dolores Lopez, Transit Planner and Aubrey Smith, Program Manager, Regional Transit Planning
- 9F. [\*\*CONTRACT AWARD OF CONTACTLESS CREDIT & DEBIT CARD TRANSIT FARE PAYMENT SYSTEM FOR COUNTYWIDE OPERATORS- PG.31\*\*](#)  
**Recommendation:**
  - Approve award of five-year contract for purchase and installation of contactless credit and debit card readers on the Countywide bus fleet with Kuba Inc. for a not to exceed amount of \$687,205.53.
  - Approve contract amendment with Enghouse Transportation, LLC for transit processor services for Valley Express and Countywide operators and increase the not exceed amount by \$183,480 to \$203,480.**Responsible Staff:** Matt Miller, Program Manager, Transit Services

- 9G. [AMENDMENT NO. 2 TO SANTA PAULA BRANCH LINE TEMPORARY EMERGENCY CROSSING AGREEMENT / LICENSE FOR THE EAST AREA ONE PROJECT- PG.33](#)  
**Recommendation:**
- Approve Amendment No. 2 to Agreement X-415.90-2016-1, extending the term of the Padre Lane temporary emergency crossing for an additional 5 years, ending December 31st, 2030, to provide continued secondary emergency access to the East Area One Project in Santa Paula.
- Responsible Staff: Andrew Kent, Program Manager, Transportation Data and Services**
- 9H. [RADIO EQUIPMENT PURCHASE AND INSTALLATION SERVICES- PG.35](#)  
**Recommendation:**
- Approve the purchase of radio equipment from Motorola Solutions, Inc. as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$247,494.48
  - Approve the purchase of installation services from Day Wireless Systems as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$11,848.23 and negotiate and execute an associated consultant services agreement.
- Responsible Staff: Aubrey Smith, Program Manager- Regional Transit Planning and Claire Grasty, Transit Director**
- 9I. [APPROVAL OF REQUEST FOR PROPOSALS FOR STATE REQUIRED TRANSPORTATION DEVELOPMENT ACT \(TDA\) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA CLAIMANTS FY2023-2025-PG.37](#)  
**Recommendation:**
- Approve the release of a Request for Proposals (RFP) for consultant services to conduct the Transportation Development Act (TDA) Triennial Performance Audit.
- Responsible Staff: Dolores Lopez, Transit Planner and Aubrey Smith, Program Manager, Regional Transportation Planning**
- 9J. [LEGISLATIVE UPDATE- PG.39](#)  
**Recommendation:**
- Receive and file.
- Responsible Staff: Darrin Peschka, Program Manager, Government & Community Relations**
- 9K. [ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT \(TDA\) FISCAL YEAR \(FY\) 2025/2026 ARTICLE 3 BIKE PATH MAINTENANCE FUNDS- PG.67](#)  
**Recommendation:**
- Approve the allocation of Fiscal Year 2025/2026 Transportation Development Act (TDA) Article 3 Bike Path Maintenance funds totaling \$243,802 as shown in Attachment "A".
- Responsible Staff: Heather Miller, Program Manager, Programming**
- 9L. [RESOLUTION APPROVING VENTURA COUNTY'S FISCAL YEAR \(FY\) 2025-2026 STATE OF GOOD REPAIR PROJECT LIST- PG.69](#)  
**Recommendation:**
- Adopt Resolution 2025-08 (Attachment "A") approving the project list for the FY 2025/2026 State of Good Repair funds for a total of \$1,685,496 and authorizing the Executive Director to submit all required documents to receive the funds.
- Responsible Staff: Heather Miller, Program Manager, Programming**

- 9M. [ADOPTION OF RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE RIGHT-OF-WAY CERTIFICATIONS – PG.75](#)  
**Recommendation:**
- *Adopt Resolution 2025-09 authorizing the Executive Director, or designee, to execute right-of-way certification for the Camarillo Station ADA Improvements Project and for other Commission projects where Caltrans requires right-of-way certification.*
- Responsible Staff:** Vanessa Schoenewald, Director of Programming
- 9N. [FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN UPDATE-PG.77](#)  
**Recommendation:**
- *Receive and file.*
- Responsible Staff:** Aubrey Smith, Program Manager. Regional Transit Planning and Claire Grasty, Transit Director
- 9O. [AUTHORIZATION TO PURCHASE VCTC INTERCITY BUS REPLACEMENTS-PG.81](#)  
**Recommendation:**
- *Authorize the Executive Director to provide MCI with a notice to proceed and issue a purchase order for five (5) MCI D45 CRT LE over-the-road coaches for VCTC Intercity service in the amount of \$7,539,172, including a potential 15% per vehicle tariff and a 10% project contingency.*
  - *Approve budget amendment for the FY25-26 VCTC Intercity budget to increase the Bus Replacement/Rehabilitation line item by \$2,539,172*
  - *Approve budget amendment to the FY25-26 VCTC Intercity budget to increase the revenues of SB125 by \$2,539,172*
- Responsible Staff:** Matt Miller, Program Manager, Transit Services
- 9P. [AMENDMENT NO. 2 TO AGREEMENT WITH RAILPROS, INC. FOR CONSTRUCTION MANAGEMENT TO RECONSTRUCT THE SESPE CREEK OVERFLOW RAILROAD BRIDGE ON THE SANTA PAULA BRANCH LINE- PG.83](#)  
**Recommendation:**
- *Authorize the Executive Director to finalize and execute Amendment No. 2 to the Agreement with RailPros, Inc. for Construction Management Services to increase the not to exceed amount by \$93,005.69 to add scope to complete required daily biological monitoring during bridge reconstruction.*
  - *Increase the STA Fund Transfer – FEMA / CalOES line funding item by \$93,005.69, increase the Consultant Services expenditures line item by a corresponding \$93,005.69, and increase the transfer-out of the State Transit Account and into the SPBL Fund by a corresponding \$93,005.69.*
- Responsible Staff:** Amanda Fagan, Director of Planning and Sustainability
- 9Q. [AUTHORIZATION TO PURCHASE REPLACEMENT SYNCROMATICS EQUIPMENT FOR GOLD COAST TRANSIT DISTRICT NEW REPLACEMENT BUSES- PG.85](#)  
**Recommendation:**
- *Authorize the Executive Director to sign purchase order in the amount of \$90,399 to transfer and install nine (9) Syncromatics Hub systems for nine (9) Gold Coast Transit District (GCTD) replacement buses.*
- Responsible Staff:** Matt Miller, Program Manager
- 9R. [AUTHORIZATION FOR DESTRUCTION OF RECORDS- PG.87](#)  
**Recommendation:**
- *Approve the destruction of itemized records.*
- Responsible Staff:** Roxanna Ibarra, Clerk of the Board

## **DISCUSSION CALENDAR:**

### **10. [VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN AMENDMENT- PG.89](#)**

#### ***Recommendation:***

- *Approve and adopt the Ventura County Comprehensive Transportation Plan (CTP) Amendment.*

**Responsible Staff: Caitlin Brooks, Program Manager, Transportation Planning**

### **11. [TRANSPORTATION EMERGENCY PREPAREDNESS PLAN AND RAIL SAFETY UPDATE- PG.91](#)**

#### ***Recommendation:***

- *Receive and file.*

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

### **12. [VENTURA COUNTY RAIL CORRIDOR UPDATE- PG.95](#)**

#### ***Recommendation:***

- *Receive and file.*

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

### **13. GENERAL COUNSEL REPORTS-**

### **14. AGENCY REPORTS:**

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

Primary: Chair Mike Judge

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

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

#### **Coastal Rail Coordinating Council-CRCC**

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

#### **California Association of Councils of Governments**

Primary: Commissioner Jenny Crosswhite

#### **California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

**15. ADJOURN to 9:00 a.m. Friday, OCTOBER 3, 2025, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.**



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Item # 9A

September 5, 2025

**MEETING MINUTES OF JULY 11, 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 9:02 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

**PLEDGE OF ALLEGIANCE** was led by Commissioner White.

**ROLL CALL/MEMBERS PRESENT:**

Mike Judge, City of Simi Valley  
Dani Anderson, Citizen Rep., Cities  
Carrie Broggie, City of Fillmore  
Bob Engler, City of Thousand Oaks  
Doug Halter, City of Ventura  
Rachel Lang, City of Ojai  
Janice Parvin, County of Ventura  
Tony Trembley, City of Camarillo  
Jim White, Citizen Rep., County  
Marlon Regisford, District 7 Caltrans Deputy District Director of Planning and Local Assistance

**ABSENT:**

Martha McQueen-Legohn, City of Port Hueneme  
Jenny Crosswhite, City of Santa Paula  
Chris Enegren, City of Moorpark  
Matt LaVere, County of Ventura  
Luis McArthur, City of Oxnard  
Kelly Long, County of Ventura  
Vianey Lopez, County of Ventura  
Jeff Gorell, County of Ventura

**4. PUBLIC COMMENTS** – There were none. .

**5. CALTRANS REPORT** – Marlon Regisford, Deputy District Director of Planning and Local Assistance gave the Caltrans report for the month of July to the commission.

**6. COMMISSIONER REPORTS** – Commissioner Trembley reported he attended the APTA National Rail Conference recently and it was well attended. The conference had topics such as “The Shift from Commuter Rail to Regional Rail” and “Moving Masses for Major Community Events,” which were highly informative.

**7. EXECUTIVE DIRECTOR REPORT-**

Executive Director Martin Erickson reported on the following items:

- Attended the APTA Rail Conference, which was well attended and a highly informative conference.
- Thanked Erin Kenneally for her follow-up regarding a customer's concern, her dedication and follow-through regarding the customer and for ensuring the issue was resolved.
- LOSSAN Amtrak Pacific Surfliner celebrated 70 years of partnership with Disneyland with a special Disneyland train wrap.
- The CTC also approved \$11.3 million in Trade Corridor Enhancement Program funding for the Hueneme Road Widening project, which will improve freight movement and enhance safety near the Port of Hueneme. This marked another great partnership project with the Port of Hueneme, City of Port Hueneme, and the County of Ventura.

**8. ADDITIONS/REVISIONS** – There were none.

## **9. CONSENT CALENDAR**

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

Chair Judge recused and abstained from item 9H. Simi Valley Double Track Project Memorandum of Understanding (MOU) Amendment with Southern California Regional Rail Authority (SCRRA).

### **9A. APPROVE MINUTES OF JUNE 6, 2025, MEETING**

#### **Recommended Action:**

- Approve the summary minutes of June 6, 2025.

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

#### **Recommended Action:**

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

### **9C. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JUNE 2025**

#### **Recommended Action:**

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

### **9D. EMERGENCY ROADSIDE CALLBOX REMOVAL CONTRACT AWARD**

#### **Recommended Action:**

- 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).

### **9E. SB 125 YEARS 2,3 AND 4 FUNDING DISTRIBUTION**

#### **Recommended Action:**

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

### **9F. BUS AND BUS FACILITIES LO-NO GRANT APPLICATION FOR CAMARILLO RAIL STATION ELECTRIC BUS CHARGING INFRASTRUCTURE**

#### **Recommended Action:**

- 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.

**9G. VENTURA COUNTY BUS STOP INVENTORY AND ASSESSMENT CONTRACT AWARD**

**Recommended Action:**

- 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.

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

**Recommended Action:**

- 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 (SCRAA) 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.

**9I. MASTER INTERAGENCY AGREEMENT FOR PARTICIPATION IN THE VENTURA COUNTY REGIONAL RADIO SYSTEM-**

**Recommended Action:**

- 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).

**9J. CSUCI COOPERATIVE AGREEMENT – FISCAL YEAR 2025-2026 EXTENSION**

**Recommended Action:**

- 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.

**9K. AUTHORIZATION TO AMEND VALLEY EXPRESS BUDGET**

**Recommended Action:**

- 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.

**9L. LEGISLATIVE UPDATE**

**Recommended Action:**

- Receive and file.

**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**

**Recommended Action:**

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

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

**Recommended Action:**

- 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.

**9O. CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT AWARD FOR CLIMATE VULNERABILITY ASSESSMENT AND ACTION PLAN**

**Recommended Action:**

- 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.

## **DISCUSSION CALENDAR:**

### **10. COMMUNITY OUTREACH PROGRAM UPDATE**

#### **Recommended Action:**

- Receive and file.

Darrin Peschka, Program Manager Government and Community Relations, gave a presentation to the commission on Item 10 Community Outreach Program updates. The commission received and filed VCTC's Community Outreach Program updates.

### **11. UPDATE ON REGIONAL TRANSIT PROJECTS –**

#### **Recommended Action:**

- Receive a presentation on regional transit projects.

Matt Miller, Program Manager Transit Services, and Aubrey Smith, Program Manager, Regional Transportation Services, gave a presentation on regional transit projects such as Tap2Ride, paratransit scheduling software-RideCo, new transit fareboxes, free fare programs, regional radio project and transit stop needs assessment and infrastructure improvements.

### **12. GENERAL COUNSEL REPORTS-** None

### **13. AGENCY REPORTS:**

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

Primary: Chair Mike Judge

Chair Judge stated that SCAG had its retreat last month and is dark until September.

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

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Trembley stated Metrolink approved its FY 2025/2026 budget at its last meeting. Commissioner Engler reported Metrolink transferred its operations to Alstom and stated all was nearly seamless the day of the transfer. Commissioner Engler also stated Metrolink continues to look at how to mitigate and prevent strike incidents along the rights-of-way.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White reported the Pacific Surfliner had a person-strike incident the previous week in Ventura. He also reported LOSSAN opened three tracks in San Clemente recently and ridership numbers are up. He stated a train depot is opening in Goleta.

#### **Coastal Rail Coordinating Council-CRCC**

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White stated they met in May and some of the discussion was around the high-speed rail, which is still a real problem. He stated they will be meeting on August 14<sup>th</sup> at the San Bernardino Zero Emission facility.

**California Association of Councils of Governments**

Primary: Commissioner Jenny Crosswhite

No report.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White stated CalVans in recent days has been traveling with fewer riders on board due to recent incidents, along with other neighboring cities and counties. He stated currently CalVans has 753 vans throughout the state.

**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 # 9B**

**September 5, 2025**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: MONTHLY BUDGET REPORT**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

The State of California requires Ventura County Transportation Commission to prepare financial statements in accordance with Generally Accepted Accounting Principles (GAAP). This process requires staff to review, reconcile and verify all financial transactions to ensure accuracy and compliance with GAAP.

Staff are currently undergoing the annual closing process for Fiscal Year 2025.). This process is normally completed by the end of September. The monthly reports for July and August will be included as part of next month's agenda.

The Commission should note that all revenues, expenditures, and cash flow to date are consistent with the adopted budget.



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Item # 9C

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JULY AND AUGUST 2025**

**RECOMMENDATION:**

- *Receive and file a report on Santa Paula Branch Line updates for the months of July and August 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 months of July and August 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 Saticoy and one near Fillmore.

- **SPBL Trail Planning**
  - *Ventura Segment:* 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. More information on the City's *Rails with Trails* project is available at: <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>.
  - *Santa Paula Extension:* Staff continued to support the City of Santa Paula's efforts to plan, design, and conduct community engagement for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
  - *SPBL Trail Master Plan Update & EIR/EIS:*
    - Public engagement efforts continued during July and August. On July 25, VCTC convened the third Project Development Team meeting. The second Technical Advisory Committee meeting was held on August 28. The second Citizens Advisory Committee is scheduled for September 9. The second public workshop is scheduled for October 7 from 6:00-8:00PM in Santa Paula at the Agriculture Museum.
    - The SPBL Trail Master Plan Update team will also participate in the following local events to share information and gather feedback on trail alignment and amenities:
      - Sept. 5 – Santa Paula Cruise Night
      - Sept. 12 – City of Fillmore Summer Concert Series
      - Sept. 21 – Viva Piru Festival
      - Oct. 2 – Saticoy Farmers Market
    - To create additional opportunities for community members to learn about the project and provide feedback that will contribute to developing alternatives and generating a defensible and implementable vision for the trail, the project team created a map-based community engagement survey tool with a brief introductory video, available in both English and Spanish. The tool will collect feedback on alignments, key destinations, amenities and other features and will be available through mid-October. The survey will be available online via the project website (linked below).
    - A web page dedicated to the Master Plan Update is available at <https://www.goventura.org/spbl-trail-master-plan>. The project email address is [spbl.trail@goventura.org](mailto:spbl.trail@goventura.org).
- **Storm Damage and Response**
  - Staff continued to coordinate with FEMA and CalOES regarding the Sespe Creek Overflow railroad bridge repair 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 the "Final Recipient Review" stage for final review by CalOES, before final review by VCTC and subsequent obligation. On August 22, the project advanced through VCTC (Subapplicant) review and is pending obligation by FEMA. In July, the Category C project advanced to final review by FEMA and subsequently advanced to "Final Recipient Review" by CalOES on August 6. Staff will continue to provide financial, environmental, and other project information and documentation to FEMA and CalOES upon request.
  - With completion in October 2024 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 did not permit demolition or bridge construction, including any work within the waterway, pending completion of environmental permitting.
  - On July 15, VCTC and the design, environmental, and construction management teams, along with the construction contractor, conducted a site visit to review proposed water diversion

plans. Based on the findings of the site visit, an alternative water diversion plan and associated fish protection plan were prepared for submittal to the regulatory agencies. On August 6, the fish protection plan was submitted to the U.S. Army Corps of Engineers for coordination with the National Marine Fisheries Service in advance of filing a Regional General Permit (RGP) 63 notice. On August 11, an RGP-63 permit was filed with the Corps of Engineers. On August 21, USACE verified authorization for the work to proceed via an RGP-63. VCTC then issued a Full Notice to Proceed on August 22. Construction is scheduled to begin on September 3. The projected completion date for bridge repairs is November 30. The FEMA Activity Completion Deadline is October 13, 2025. With the delay in approval of regulatory permits, VCTC will submit an extension request in early September to CalOES. An additional request to extend the period of performance will need to be filed upon obligation of funding by FEMA.

- *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 was completed by Sierra Northern in July.
- SNR and its sister company, Mendocino Railway, hired several new staff to prepare for additional rail service upon reopening of the Sespe Creek Overflow railroad bridge, with plans to begin service to freight customers on the eastern portion of the SPBL and to launch excursion services in t



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Item # 9D

September 5, 2025

**MEMO TO: VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**  
**FROM: ANDREW KENT, PROGRAM MANAGER**  
**SUBJECT: REQUEST FOR PROPOSALS FOR FREEWAY SERVICE PATROL TOW**  
**CONTRACTOR FOR PATROL BEATS 1-5**

**RECOMMENDATION:**

- Approve Release of Requests for Proposals for Freeway Service Patrol Tow Contractor Services for Patrol Beats 1 – 5.

**BACKGROUND:**

The Ventura County Transportation Commission (VCTC) serves as the Service Authority for Freeway Emergencies (SAFE) for Ventura County. Freeway Service Patrol (FSP) provides roving tow trucks on portions of the highway system during peak traffic periods for rapid clearing of disabled vehicles and motorist assistance. FSP is implemented through a partnership between the Ventura County SAFE, the California Highway Patrol (CHP), and Caltrans. The goals of the program are to provide congestion relief, reduce the incidence of secondary collisions, mitigate delay related vehicle emissions, and assist motorists stranded in dangerous situations on busy highways. FSP assistance is free to motorists at the point of service and is funded through a \$1 annual vehicle registration fee and Caltrans funding allocations.

In September 2020, the Ventura County SAFE board awarded contracts for FSP Beats 101-1, 101-2 and 118 to Platinum Tow & Transport. The three (3) FSP Beats became operational in the summer of 2021. Since launching, two (2) Ventura County FSP tow trucks have been patrolling per Beat Monday through Friday, offering motorists services such as changing flat tires, jump starting dead batteries, refilling radiators, providing a gallon of gas and towing disabled vehicles to safe drop location off the freeway. Existing FSP Patrol Beats:

1. (101-1) HWY 101 from Los Angeles County Line to Camarillo Springs Rd
2. (101-2) HWY 101 from Camarillo Springs Rd to Oxnard Blvd
3. (118) HWY 118 From Los Angeles County Line to SR 23

Beginning in 2024, SAFE staff shifted the hours of operation for FSP (6:30AM-9:30AM and 2:00PM-6:00PM) to better align with county traffic patterns. California Highway Patrol directed on-call FSP service was also extended to SR23 and the Ventura portion of US101. The most recent Annual Statewide FSP report (FY 23/24) indicates that Ventura County FSP is operating at 6:1 Benefit to Cost ratio. The program continues to be popular with the public, with motorists ranking the program as “excellent” in near 100% of received customer assist surveys. The summer of 2026 will mark the end of the fifth year of Ventura County FSP service and the expiration of second option year for contracted tow services with Platinum Tow & Transport.

**DISCUSSION:**

The FSP feasibility study conducted in 2018 identified six (6) potential FSP patrol Beats in Ventura County that would meet the Benefit-Cost (B/C) targets under the Statewide Motorist Aid Guidelines. VC SAFE proceeded to implement the three (3) recommended FSP Beats with the greatest projected B/C ratio and planned to implement the remaining three (3) as funds became available.

In May 2025, the SAFE Board voted to decommission the countywide call box system and, as part of the call box sunseting plan submitted to Caltrans, reallocate funding to more cost-effective Motorist Aid programs. With the decommission of the call box program, an additional \$350,000 annually in programable SAFE funds is available for possible FSP expansion, including: expanding hours of service, offering weekend service or the addition of new patrol beats.

Staff recommend the addition of two new patrol beats as part of this tow contractor procurement cycle. The proposed beats were designed with reference to the 2018 feasibility study and SAFE Board discussions regarding the future of Motorist Aid in Ventura County.

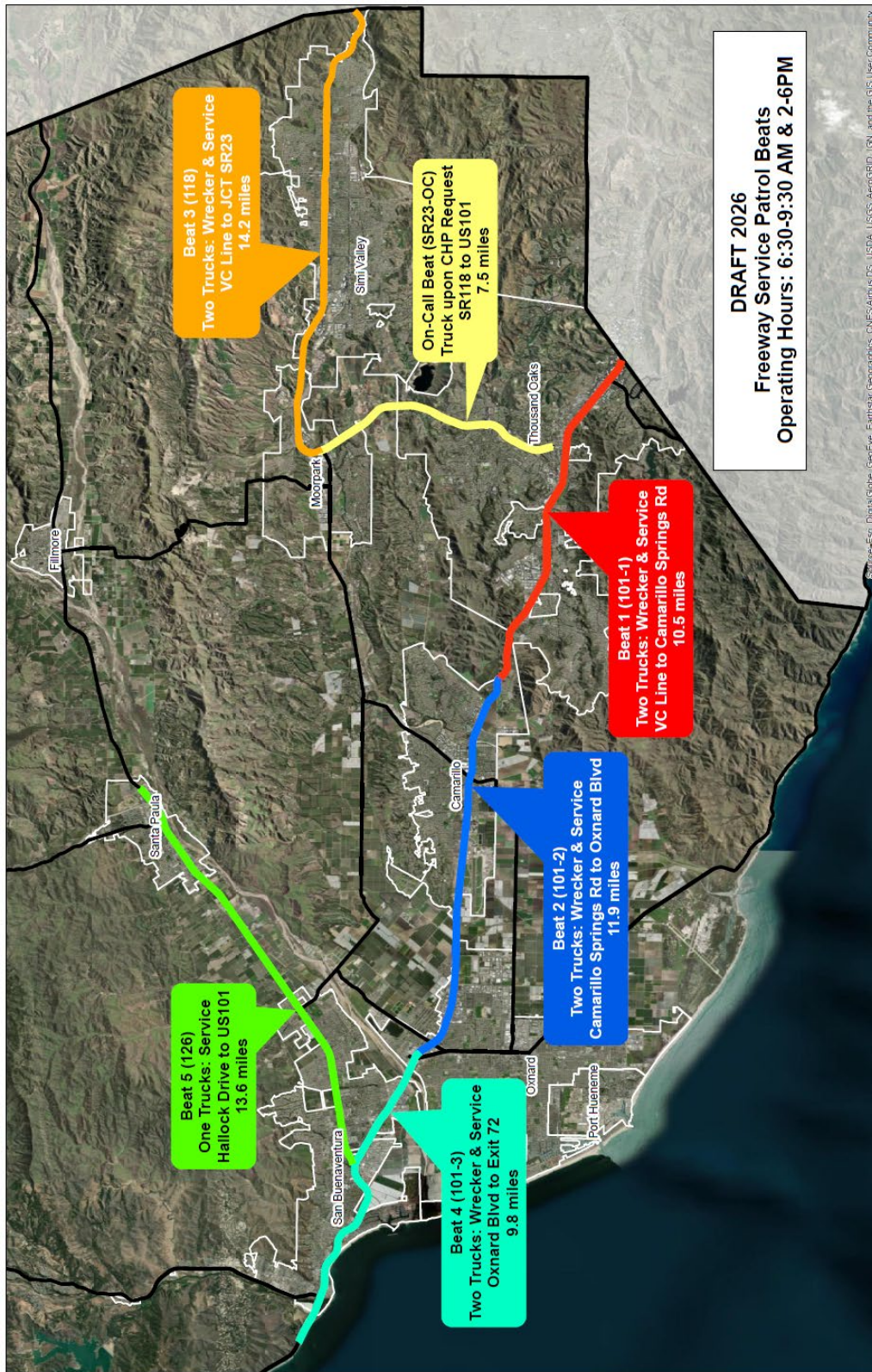
Proposed FSP Beat Expansion:

- Beat 101-3: US101 from Oxnard Blvd to Exit 72 north of SR33
  - Primary Wrecker Tow Truck
  - Primary Service Truck
- Beat 126-1: SR126 from US101 to Hallock Dr
  - Primary Service Truck

While the sunseting of the call box system will make more funds available for County FSP services, significant increases in hourly FSP tow contractor rates are also anticipated due to supply shortages from tow truck builders and price shocks in the California insurance market. Given these factors, the long-run sustainability of the proposed FSP services expansion is dependent on negotiated tow contractor rates.

The attached map in Figure 1 below presents an overview of the proposed beat design for procurement of tow contractor services and implementation in the summer of 2026.

Figure 1: Proposed FSP Beat Design for Procurement of Tow Contractor Services



To keep contract rates down, Staff is also proposes shifting to a mixed fleet of wrecker and service trucks. Currently, each FSP patrol beat operates with two (2) primary wrecker tow trucks and one (1) back-up wrecker tow truck. Other SAFE agencies across the state have successfully implemented service trucks as a cost-effective alternative. A service truck is a commercial grade pick-up truck which is less costly for tow contractors to finance and more fuel efficient compared to the standard FSP wrecker truck with a custom build and boom with a 8,000-lb tow capacity. FSP service trucks are outfitted with all the tools needed for drivers to offer essential FSP services, such as changing flat tires, jump starting dead batteries and providing a gallon of gas. In 85% of surveyed motorist assists, FSP drivers in Ventura County were able to restart a vehicle without resorting to towing a disabled vehicle off the freeway. In the event a service truck is not able to restart a disabled vehicle, the driver can radio for assistance from the wrecker tow truck on the same beat.

*Figure 2: VCTC Wrecker Tow Truck*



*Figure 3: LA Metro FSP Service Truck Example*



A competitive procurement for maintaining existing FSP Beats (US101-1, US101-2 and SR118) and service expansion (US101-3 and SR126) will be important with the escalation of tow industry costs. Staff will conduct direct outreach to local tow contractors in Ventura County and social media messaging to inform as many local tow contractors as possible about the RFP opportunity.

Responding tow contractors will propose for each of the five (5) patrol beats individually. A tow contractor may have a contract for one or more patrol beats. Contractors must commit to patrolling with two (2) dedicated trucks per beat (One Wrecker and One Service Truck) and maintain one (1) backup truck per beat. Contractors must comply with technology requirements for monitoring truck activity and data collection. Contractors must comply with FSP Standard Operating Procedures (SOP), submit to inspections, complete driver background checks, and fulfill all requirements of the Scope of Work (SOW).

A proposal evaluation committee with representatives from each of the FSP partner agencies will score contractor proposals and make recommendations for SAFE Board approval. Evaluation will consider the value the contractor provides, and the contractor's ability to fulfill the SOW and maintain compliance with the SOP. The selected tow contractor will undergo a site inspection and drivers will complete CHP required training.

**FSP Tow Contractor Procurement Schedule**

updated 08.25.2025

TASKS	Dates & Times	2025				2026						
		Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July
RFP Issue Date:	Friday, September 5, 2025											
Pre-Proposal Conference Virtual Meeting:	Wednesday, September 24, 2025 at 1:00 p.m.											
Question Submittal Deadline:	Wednesday, October 1, 2025 by 4:00 p.m.											
VCTC Responses to Questions Issued By:	Friday, October 10, 2025											
Proposal Due Date & Time:	Friday, November 21, 2025 by 4:00 p.m.											
Tentative Site Interview :	Monday, December 1 to Friday, December 12, 2025											
VCTC Approval and Contract Award:	Friday, January 2, 2026 at 9:00 a.m.											
Contractor Preparation	January 3, 2026 - June 1, 2026											
CHP Certified Drivers/Truck Approved By CHP	Monday, June 1, 2026											
Service Shall Commence On:	Wednesday, July 1, 2026											

## **FISCAL IMPACT:**

The SAFE Fund receives approximately \$800,000 per year in annual fees on vehicles registered in Ventura County. The SAFE Fund balance currently holds \$1,492,400 in excess of the \$1.5 million reserve requirement maintained by policy. The approved Fiscal Year 2025/2026 VCTC budget includes \$1,211,600 for FSP contract services to operate the three existing FSP beats. Ventura County SAFE received an allocation of \$1,009,942 to operate FSP from State Highway Account and Senate Bill 1 funds. Based on cost increase expectations from a survey of statewide FSP agency tow contractor service procurements completed in recent years, staff estimate a \$660,000 increase to the Fiscal Year 2026/2027 SAFE budget assuming full implementation of the proposed beat design.

## **RECCOMENDATION:**

Staff recommend the SAFE Board approve release of the Requests for Proposals for tow contractor services for FSP Beats 101-1, 101-2, 101-3, 118-1 and 126-1. Staff will return to the SAFE Board in January 2026 for approval to award a contract following completion of the RFP selection process.



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Item # 9E

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT – 4<sup>th</sup>  
QUARTER – FISCAL YEAR 2025**

**RECOMMENDATION:**

- Receive and File

**BACKGROUND:**

As a data driven and transparent organization, VCTC staff provides quarterly reports that include ridership data, performance measures, and goals for VCTC Intercity Transit as well as Metrolink and Pacific Surfliner. This report looks at the fourth quarter of Fiscal Year (FY) 2025, April 1, 2025 – June 30, 2025.

**DISCUSSION:**

**Fixed Route**

Ridership saw a 8.7% increase compared to the same period in 2024. The ridership is the highest third quarter since 2019 and brings intercity ridership within 69% of pre-pandemic levels reflecting steady progress.

VCTC offered promotional events this quarter which could have boosted ridership. Earth Day in April offered free transit across the entire system, while May's Bike to Work Day offered complimentary rides specifically for bicyclists with their bikes on board. May had the highest ridership of the quarter and a decrease is noted in June but this is usual due to all local schools going on summer break.

Regarding rider composition, there was a 3% decrease in mobility device usage and an 14% drop in bicycle usage compared to the same quarter in FY24. Amtrak and Metrolink train transfers show a significant increase of about 49% when comparing the same period in FY24.

Passenger fare revenue had a slight decrease of 2% over the same period last year. However, this period also saw a slight decrease of 1% in the cost per passenger. Operating costs rose 7% over the same period last year, continuing the upward trend. Farebox Recovery Ratio, both including and excluding route guarantees decreased about 8%. The increase in cost per passenger is mostly attributed to rising operating costs.

Customer service goals were not met as complaints received for the period exceeded 5/50,000 riders for the quarter. Intercity received thirty-two (32) valid complaints this quarter, which falls short of its performance goal. The majority of complaints over this period were related to schedule adherence, with late buses and early departures being the most common issues raised. Additional concerns included skipped stops, unsafe driving, fare disputes, and poor customer service. As a result of receiving a high number of complaints, VCTC staff has worked with the contractor, RATP-Dev USA, to implement staffing changes key positions managing day to day service, including hiring a new Operations Manager, refreshing new driver training standards, introducing new service related topics in mandatory safety meetings, and hiring a new Assistant Training Supervisor to implement the initiatives. VCTC staff will continue to monitor the number of complaints being received and work to improve the service. It is worth noting that two compliments were received, praising drivers for their outstanding customer service and courteous behavior.

On Time Performance (OTP) fluctuated across the system for April–June 2025. The Coastal Express (80–89) route maintained high OTP levels about 90%. Other routes such as Highway 101 (50) and Conejo Connection (55) remained below average. OTP reports for April had incomplete data which likely contributed. Staff is investigating possible causes for the incomplete data. Our fall schedule change will include adjustments to route 50-55 in order to improve OTP.

## **Rail**

The total Metrolink Ventura County rail line ridership increased by 30% in FY25 when compared to the previous year in the same quarter. Over this quarter, weekend ridership maintained high levels, with each month showing consistent growth. This quarter, weekend ridership on the VC Line has continued its upward trend, now accounting for an average of 12% of total ridership.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, experienced an 10% increase compared to the same quarter before the pandemic. This increase reflects ridership growth at the five Ventura County stations. Oxnard station contributed 22,461 boardings and alighting's, representing 28.4% of total ridership and the highest share of passenger activity among all the Ventura County Stations.

## **FISCAL IMPACT**

None

# VCTC INTERCITY

## Quarterly Ridership Report | FY 2025 Q4

April - June 2025

103,356

Boardings

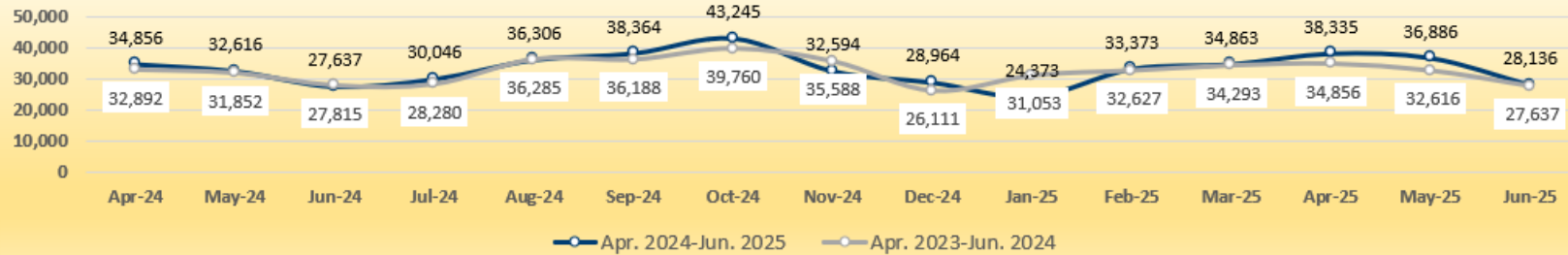


April 2024 - June 2024

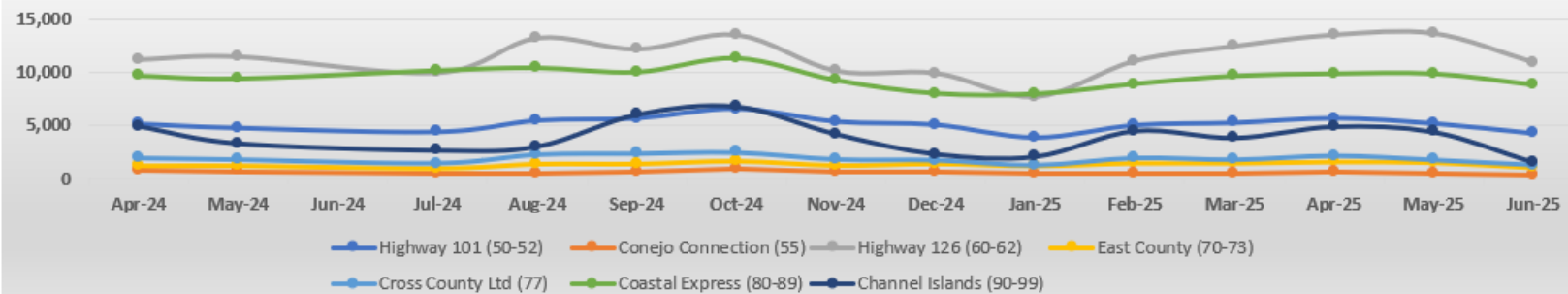
95,110

8.7%

### 15 Month Ridership Trends Systemwide



### 15 Month Ridership Trends by Route



	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Highway 101 (50-52)	5,139	4,770	4,084	4,416	5,464	5,668	6,548	5,364	5,071	3,890	5,027	5,253	5,676	5,187	4,273
Conejo Connection (55)	805	720	493	504	511	706	872	670	621	453	489	471	613	551	396
Highway 126 (60-62)	11,174	11,443	10,222	9,925	13,208	12,144	13,498	10,102	9,895	7,668	11,059	12,435	13,509	13,641	10,921
East County (70-73)	1,216	1,214	953	970	1,382	1,393	1,662	1,244	1,410	1,195	1,465	1,456	1,595	1,518	1,023
Cross County Ltd (77)	1,936	1,778	1,266	1,414	2,296	2,386	2,496	1,796	1,724	1,203	1,951	1,767	2,170	1,743	1,231
Coastal Express (80-89)	9,642	9,377	8,859	10,165	10,419	10,010	11,352	9,223	7,948	7,903	8,873	9,641	9,857	9,850	8,782
Channel Islands (90-99)	4,945	3,314	1,760	2,652	3,026	6,057	6,817	4,195	2,295	2,061	4,509	3,840	4,915	4,396	1,509

# VCTC INTERCITY

## Quarterly Ridership Report | FY2025 Q4

April - June 2025	0.29	6.47	\$ 26.35	\$194,991	—
	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
April 2024 - June 2024	0.28	6.15	\$ 26.61	\$195,038	0%

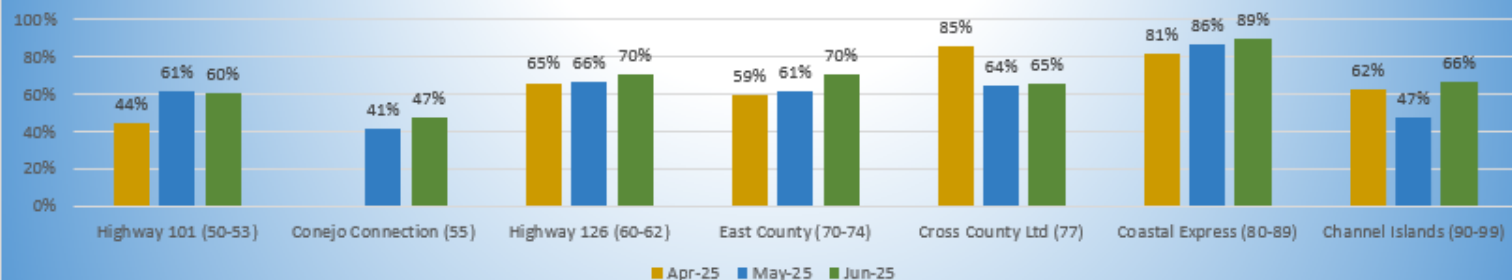
### HIGHLIGHTS

The Coastal Express Route had the highest On Time Performance (OTP) of the quarter reaching almost 90%

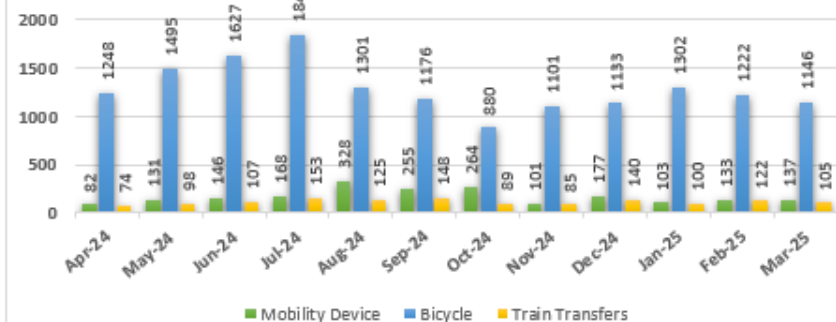
### COST AND REVENUE PER PASSENGER

	FY 2024	FY 2025	% Change
Operating Cost	\$ 2,390,362	\$ 2,554,819	7%
Passenger Revenue	\$ 195,038	\$ 194,991	0%
Passenger Revenue including budgeted route guarantees	\$ 566,305	\$ 568,300	0%
Passengers	95,110	103,356	9%
Cost per Passenger	\$ 26.61	\$ 26.35	-1%
Farebox Recovery Ratio not including route guarantees	8%	8%	-6%
Farebox Recovery Ratio including route guarantees	24%	22%	-6%

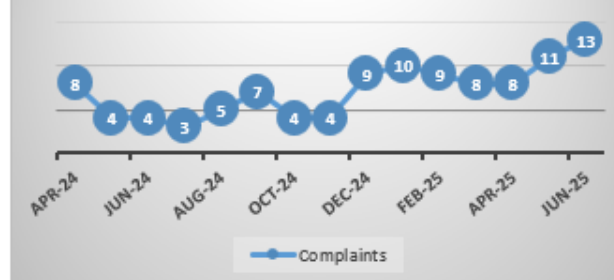
### Weekday On Time Performance



### Rider Composition



### 15 Month Complaints Tracking

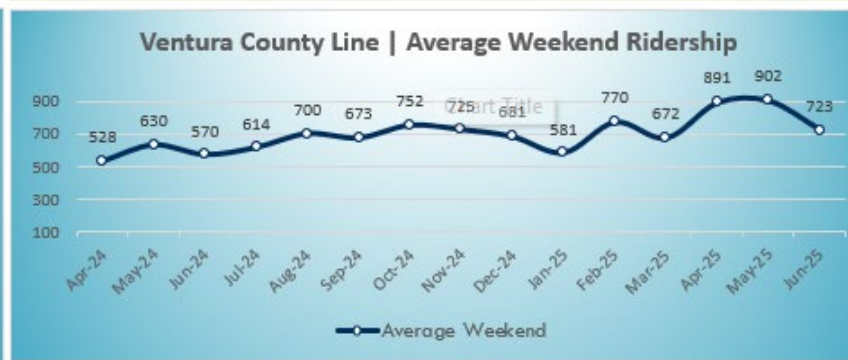
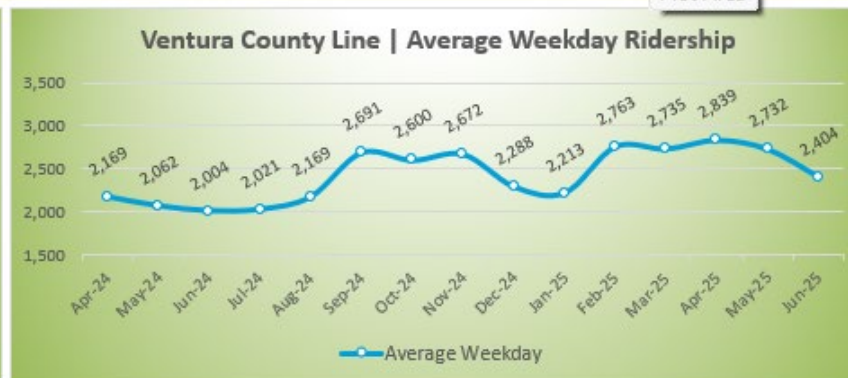
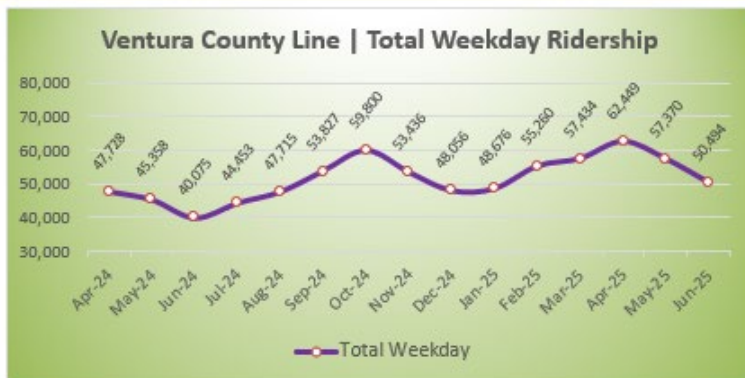


Customer Service Goals:  
No more than 5/50,000 rider complaints per quarter.

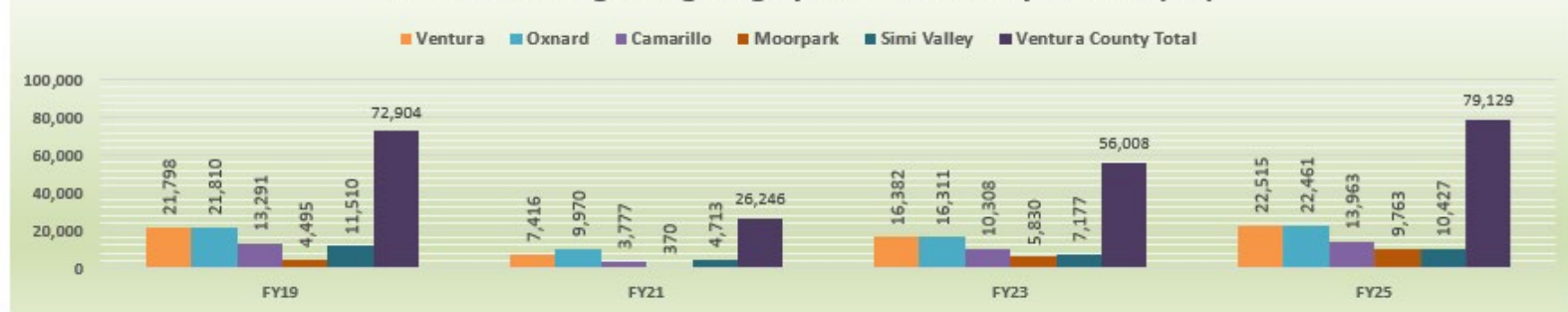
# METROLINK & LOSSAN Corridor | Ventura County Line

## Ridership

Plot Area



## LOSSAN Boarding & Alighting by Station Totals by Quarter (Q4)





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Item # 9F

SEPTEMBER 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: MATT MILLER, PROGRAM MANAGER**

**SUBJECT: CONTRACT AWARD OF CONTACTLESS CREDIT & DEBIT CARD TRANSIT FARE  
PAYMENT SYSTEM FOR COUNTYWIDE OPERATORS**

**RECOMMENDATION:**

- Approve award of five-year contract for purchase and installation of contactless credit and debit card readers on the Countywide bus fleet with Kuba Inc. for a not to exceed amount of \$687,205.53.
- Approve contract amendment with Enghouse Transportation, LLC for transit processor services for Valley Express and Countywide operators and increase the not to exceed amount by \$183,480 to \$203,480.

**BACKGROUND**

On June 23, 2025, VCTC Intercity launched a contactless credit and debit card payment system on all Intercity buses in partnership with the Santa Barbara County Association of Governments (SBCAG) using Solutions for Congested Corridors (SCCP) grant funds awarded to SBCAG.

In 2024, Southern California Association of Governments (SCAG) awarded \$1,000,000 in Regional Early Action Planning (REAP) funds to support the expansion of the credit and debit card payment system across all bus operators in Ventura County. All eight transit operators that serve the Ventura County region will benefit from this project and include Camarillo Area Transit (CAT), Gold Coast Transit District (GCTD), Moorpark City Transit (MCT), Ojai Trolley, Simi Valley Transit (SVT), Thousand Oaks Transit (TOT) and Valley Express.

**DISCUSSION**

The open-loop payment system is comprised of three components: (1) payment acceptance devices, (2) transit processor to calculate fares, and (3) a payment processor to process bank cards and allow the passengers' bank to communicate and deposit fares with VCTC's bank. Together, these systems allow agencies to accurately and securely collect and deposit funds into their bank accounts.

In November 2024, the Commission authorized staff to award a contract to Kuba, Inc. for contactless credit and debit card payment devices to allow the implementation of an open-loop fare payment system

on VCTC Intercity. The contract with Kuba was one of three contracts the Commission authorized. The other two were for the transit processor, Enghouse Transportation, LLC and payment processor, Elavon.

The program officially launched on June 23, 2025, and is named Tap2Ride. The planning, purchase and implementation was heavily supported by consultants from the California Integrated Travel Project (Cal-ITP) led by Caltrans. For nearly two years, Cal-ITP staff have been working hand in hand with VCTC staff to plan, purchase and implement the Intercity Project.

Concurrently with the Intercity project, VCTC and Cal-ITP staff began working on a plan to implement Tap2Ride throughout the county. After meeting with each operator about the project, VCTC learned that each operator would like the fare revenue to be deposited directly into each agencies' bank account instead of being redistributed by VCTC. To accomplish this, each transit agency will need to hold contracts with the transit processor and payment processor and VCTC will hold a contract for the payment acceptance devices, as well as the transit processor to pay for the implementation and integration costs.

### **Project Scope**

Using funding provided by REAP, VCTC will equip 113 vehicles with the open payment devices and retain 21 additional readers as spares. Staff ultimately intends to also use the system to support special discount groups (seniors, veterans, disability, etc.) utilizing login.gov in addition to transfers with neighboring agencies. If approved by the Commission, the 134 total payment devices (including spares) will be supplied, installed and maintained by Kuba, Inc. through a five-year contract which shall be held solely by VCTC in an amount not to exceed \$687,205.53. VCTC has agreed to contract on behalf of the region with Kuba Inc., using the Cal-ITP master service agreement (MSA). Using Kuba will give consistency across the region. VCTC will assume responsibility for invoices related to capital expenses and ongoing monthly costs through the contract term. All agencies shall be included in training and will have access to Kuba support throughout the term.

To achieve a consistent open payment system throughout the county, VCTC's existing agreement with Enghouse Transportation for Intercity payment processing must be amended to include (1) Valley Express services and its respective fare products, (2) implementation of regional daily and weekly or monthly caps, and (3) paying all one-time fees related to the implementation of services for each transit operator.

Attached is the scope of work, user agreement and contract with Kuba, Inc. and the contract amendment with Enghouse Transportation, LLC.

### **Fiscal Impact**

No fiscal impact. Sufficient funds are available for these items in the FY25-26 Regional Transit Technology budget.



Item # 9G

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: ANDREW KENT, PROGRAM MANAGER**

**SUBJECT: AMDENDMENT NO. 2 TO SANTA PAULA BRANCH LINE TEMPORARY  
EMERGENCY CROSSING AGREEMENT / LICENSE FOR THE EAST AREA ONE  
PROJECT**

**RECOMMENDATION:**

- Approve Amendment No. 2 to Agreement X-415.90-2016-1, extending the term of the Padre Lane temporary emergency crossing for an additional 5 years, ending December 31st, 2030, to provide continued secondary emergency access to the East Area One Project in Santa Paula.

**BACKGROUND:**

In 2017, the Padre Lane crossing of the Santa Paula Branch Line was closed as a condition of the California Public Utility Commission (CPUC) decision to allow the construction of a new crossing at Hallock Street to provide primary access to the Limoneira Lewis ("Developer") East Area One project (the "Project") in Santa Paula. The City of Santa Paula and the Developer petitioned the CPUC to reopen the Padre Lane crossing to provide secondary access to the Project for use solely by City police, fire and other emergency service vehicles. CPUC ruled that the Padre Lane crossing could be reopened as an emergency-access-only crossing until completion of the Santa Paula Bridge, providing an alternative secondary access to the Project over the Santa Paula Creek. VCTC entered into Temporary Emergency Crossing Agreement X-415.90-2016-1 with the Developer and City of Santa Paula allowing for temporary improvements and emergency use of the Padre Lane crossing for three (3) years, ending December 31, 2020. In March of 2021, the VCTC Board approved Amendment No.1 to the temporary crossing agreement, extending the term an additional five (5) years, ending December 31<sup>st</sup>, 2025.

**DISCUSSION:**

To date, the Developer has not completed the Santa Paula Bridge project due to extended regulatory agency review of the bridge construction plans, and no alternative secondary access point is readily available. The Developer believes that the bridge project will take an additional two (2) to three (3) years to complete. The CPUC ruling allows the Padre Lane crossing to remain open for emergency access until completion of the bridge project.



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Item # 9H

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: AUBREY SMITH, PROGRAM MANAGER – REGIONAL TRANSIT PLANNING**  
**CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**  
**SUBJECT: RADIO EQUIPMENT PURCHASE AND INSTALLATION SERVICES**

**RECOMMENDATION:**

- Approve the purchase of radio equipment from Motorola Solutions, Inc. as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$247,494.48
- Approve the purchase of installation services from Day Wireless Systems as specified in the associated quote and authorize the Executive Director to execute one (1) purchase order in the amount of \$11,848.23 and negotiate and execute an associated consultant services agreement

**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 Ventura County Regional Radio System (RRS) 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. Implementing this will also fulfill one of the strategies identified in the Transportation Emergency Preparedness Plan (TEPP) Implementation Plan.

At the December 6<sup>th</sup>, 2024 VCTC meeting, the Commission approved an agreement to join the 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.

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.

**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 procure compatible radio equipment and installation services.

Staff has completed procurement activities for VCTC Intercity and Valley Express services and recommends that the Commission authorize the Executive Director to proceed with the purchase of radio equipment from Motorola Solutions, Inc., a leading provider of public safety communications hardware, to ensure full compatibility with the County's RRS. To complete deployment, staff recommends that VCTC also contract with Day Wireless Systems for professional installation services for the purchased equipment, drawing on their technical expertise and familiarity with regional radio system standards.

**FISCAL IMPACT:**

Sufficient funding for this purchase is included in VCTC's adopted FY2025-26 budget.

**ATTACHMENTS**

Attachment A – Motorola Solutions, Inc. Quote

Attachment B – Motorola Solutions, Inc. Customer Agreement

Attachment C – Day Wireless Systems Quote



Item # 91

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: APPROVAL OF REQUEST FOR PROPOSALS FOR STATE REQUIRED  
TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE  
AUDITS FOR VENTURA COUNTY TDA CLAIMANTS FY2023-2025**

**RECOMMENDATION:**

- Approve the release of a Request for Proposals (RFP) for consultant services to conduct the Transportation Development Act (TDA) Triennial Performance Audit.

**BACKGROUND:**

Every three years, the State requires that VCTC, in its role as the County Transportation Commission and Regional Transportation Planning Agency (RTPA), to undergo a performance audit to ensure that agencies claiming Local Transportation Funds (LTF) are in full compliance with the intent and regulations of the TDA.

The consultant will be required to perform the transit performance audit of all operators that are allocated funding under the TDA (this includes Article 4 claimants, as well as Article 8 claimants, and VCTC as the RTPA). There are municipal transit operators in the County that do not utilize Article 4 funds but do operate transit systems or contribute to a cooperative transit agreement using Article 8 or other funds. While these operators are not statutorily required to report TDA performance audit findings to the State, it is within VCTC's purview as the RTPA to observe or monitor the performance of all its TDA claimants operating transit service irrespective of the funding source.

Operators that receive funding under Article 4 of the TDA are required to have a performance audit. Between fiscal years (FY) 2023 and 2025, this will include the following agencies:

- Gold Coast Transit District (GCTD)
- Thousand Oaks Transit
- Simi Valley Transit

To enable a comprehensive and objective review that serves the benefit of both the RTPA and the transit provider, performance audits should be conducted of all operators that are allocated funding under the TDA<sup>1</sup>. This would include:

- VCTC Intercity
- County of Ventura
- Camarillo Area Transit
- Moorpark City Transit
- Ojai Trolley
- City of Fillmore
- City of Santa Paula

The last performance audits were completed in June 2023 and covered FYs 2020 to 2022. The upcoming audit will look at FYs 2023 to 2025. A schedule for the audits is included in the RFP and it is expected the performance audits will be completed for Commission review at the June 2026 meeting.

Public Utilities Code (PUC) Section 99246(d) states that the performance audit of an operator providing public transportation services shall include, but not be limited to, a verification of the performance indicators defined in PUC Section 99247. These performance indicators include:

- Operating cost per passenger
- Operating cost per vehicle service hour
- Passengers per vehicle service hour
- Passengers per vehicle service mile
- Vehicle service hours per employee

### **FISCAL IMPACT**

There is sufficient funding for the performance audit included in the FY 2025-26 budget.

<sup>1</sup> Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities (Caltrans, 2008)



Item #9J

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**Federal Issues**

Members of Congress were on summer recess in August and were scheduled to return to Washington on September 2.

**Surface Transportation Reauthorization**

The current surface transportation bill, the Infrastructure Investment and Jobs Act, expires in September 2026, and Congress has already begun planning for reauthorization of the bill. In response to a Department of Transportation (DOT) request seeking comments on development of the next bill, VCTC and Gold Coast Transit District submitted a letter proposing the creation of a Medium-sized Transit Intensive Cities formula to be incorporated into the Section 5307 Urbanized Area Formula Grants Program. The MTIC proposal is intended to improve the distribution of FTA Section 5307 funds to high-performing transit agencies serving populations between 200,000 and 999,999 people. Staff submitted the letter to the DOT and shared it with Ventura County's congressional delegation.

**Federal Emergency Management Agency Reform Act, H.R. 4669**

In July, the bipartisan House Transportation & Infrastructure Committee introduced the Fixing Emergency Management for Americans (FEMA) Act of 2025. According to committee leaders, the FEMA Act would streamline the federal government's disaster response and recovery programs while also making FEMA a Cabinet-level agency once again that is directly accountable to the president.

VCTC's federal advocate, MMO Partners, has prepared a comprehensive report of budget and legislative updates and analysis. That report is included with this item as Attachment A.

### **State Issues**

The Legislature reconvened from a monthlong summer recess on August 8. Lawmakers spent much of the first week on three bills that authorize California to hold a special election in November. Voters will be asked for approval to temporarily redraw congressional district boundaries that were created by the state's 2020 Citizens Redistricting Commission. The Legislature passed all three bills, which the governor then signed.

In addition, lawmakers are continuing discussions to extend the state's cap-and-trade program. The program, which is scheduled to end in 2030, acts as a market-based compliance mechanism to reduce greenhouse-gas emissions. The state uses revenues generated by emissions-allowance auctions to fund programs to help achieve the state's climate goals. Cap-and-trade auction revenues fluctuate, but in recent years, auction revenues have raised from \$2 billion to \$5 billion per year, according to the Legislative Analyst's Office.

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

VCTC has communicated its priorities for the cap-and-trade program, including preservation of LCTOP and TIRCP funding at the current levels, through letters to its legislative delegation and to legislative leaders. In addition, VCTC joined Southern California transportation agencies in a letter requesting that some funding for the state's High-Speed Rail project support Southern California projects that would connect to high-speed rail.

Attachment B is the monthly report of Delaney Hunter, the Commission's state advocate. Attachment C is a matrix of legislation that VCTC is tracking.

### **Fiscal Impact**

None.



August 5, 2025

To: Martin Erickson, Executive Director

From: MMO Partners

Re: July Report

### ***Background***

In July, Congress passed several significant pieces of legislation, most notably the One Big Beautiful Bill Act (OBBBA). The tax and spending package was a top priority for the Trump Administration. It included permanent extensions of the 2017 tax cuts, expansion of the child tax credit, the introduction of “Trump Accounts” for newborns, and elimination of federal taxes on overtime pay and tips. The bill also included deep cuts to Medicaid and SNAP, and substantial investments in border enforcement and immigration restrictions. The Senate passed the bill on July 1 in a 50–50 vote with the Vice President breaking the tie, and the House followed on July 3. President Trump signed it into law on July 4.

Congress also finalized the Rescissions Act of 2025, which targeted international aid and domestic programs like public broadcasting for spending cuts. Other notable legislation signed into law included the HALT Fentanyl Act, which classified fentanyl analogs as Schedule I substances.

Beyond legislation passed, the House and Senate completed markups of FY26 appropriations bills in subcommittee and full committee during the month. The House approved eleven of twelve appropriations bills at the subcommittee level and gave full committee approval to nine of the bills at the full committee. The House has the Commerce, Justice, State; Labor, HHS, Education; and Financial Services bills to complete in September.

The Senate completed work in July on six of the twelve FY26 bills at full committee and has an equal number to finish in September. The Senate is only taking full committee action on FY26 appropriations bills. It is the same approach the committee used last year with the FY25 appropriations measures. Democrats on the Senate Appropriations Committee have cautioned their Republican colleagues during markups not to cave in to White House calls for more rescissions to FY26 spending packages that cancel out good-faith, bipartisan agreements.

### ***FY26 Appropriations – Delegation FY26 Transportation Earmarks***

The chart below lists the FY26 transportation earmarks included in House and Senate appropriations bills obtained by Congresswoman Julia Brownley and Senators Alex Padilla and Adam Schiff. In total, the Congresswoman and Senators provided 11 transportation earmarks. Congresswoman Brownley provided the FY26 transportation earmarks for entities in Ventura County. The Senators Padilla and Schiff’s combined seven transportation earmarks are for projects that include: safety signals, ferry terminal improvements, grade separation, positive train control, platform and track improvements, Wi-Fi service, and double tracking. The earmark funding level for the Senator’s projects ranges from \$1.5

million to \$2 million. The funding is from three federal program accounts: highway infrastructure - 3, transit infrastructure – 2, and Consolidated Rail Infrastructure and Safety Improvements (CRISI) – 2.

Congresswoman Brownley's four transportation earmarks will fund a bridge/rail, street improvement, and two transit projects. Her largest transportation earmark is \$1,120,000, and the lowest one is for \$250,000.

Senator Padilla's transportation earmarks add up to \$9.7 million. Congresswoman Brownley's four transportation earmarks total \$2.7 million, and Senator Schiff has one transportation earmark for \$2 million.

#### **Congresswoman Brownley and Senator Padilla and Schiff Transportation Earmarks**

Project	Amount	Subcommittee & Account	Member
City of Calabasas Citywide Green Street Project	\$850,000	T-HUD Highway Infrastructure	<b>Brownley</b>
Southern California Regional Railroad Authority (Metrolink) Arroyo Simi Bridges Scour Mitigation Project	\$250,000	T-HUD CRISI	<b>Brownley</b>
Los Angeles County Metropolitan Transportation Authority's (Metro) Regional Bus Stop Enhancement Program	\$250,000	T-HUD Transit Infrastructure Grant	<b>Brownley</b>
City of Simi Valley Additional In-Route Charges for the Simi Valley Transit Hub Project	\$1,120,000	T-HUD Transit Infrastructure Grant	<b>Brownley</b>
Tenderloin Neighborhood Pedestrian	\$1,500,000	T-HUD Highway Infrastructure	<b>Padilla</b>
Grangeville Boulevard Grade Separation Project.	\$2,000,000	T-HUD Highway Infrastructure	<b>Padilla</b>
San Joaquin Regional Rail Commission. Modesto & Empire Terminal Railroad Positive Train Control Installation	\$1,934,000	T-HUD CRISI	<b>Padilla</b>
Peninsula Corridor Joint Powers Bd. South County Service Wi-Fi Project	\$1,100,000	T-HUD Transit Infrastructure	<b>Padilla</b>
North County Transit District SPRINTER Platform and Track Enhancement Project	\$1,200,000	T-HUD Transit Infrastructure	<b>Padilla</b>
San Diego Association of Governments. Sorrento to Miramar Double Track Project.	\$2,000,000	T-HUD CRISI	<b>Schiff</b>

#### **USDOT Soliciting Surface Transportation Authorization Feedback**

The Department of Transportation (DOT) is seeking public input to inform the development of the next surface transportation reauthorization bill, as the current authorization expires on September 30, 2026. DOT invites comments from stakeholders, including governments, businesses, consumers, and transportation operators, to address infrastructure needs and improve transportation systems.

Key focus areas identified in *Federal Register* Notice include:

- Enhancing transportation safety (e.g., bridges, pedestrian safety, autonomous vehicles).
- Accelerating project delivery (e.g., NEPA reform, permitting improvements, technology use).
- Promoting economic growth through infrastructure investment (e.g., congestion relief, mobility expansion).

- Strengthening partnerships with states and stakeholders for better transportation outcomes.

Comments can be submitted electronically, via email, or by mail by August 20, 2025. DOT aims to modernize infrastructure, improve safety, streamline processes, and foster economic growth through this effort. <https://www.federalregister.gov/documents/2025/07/21/2025-13663/advancing-a-surface-transportation-proposal-that-focuses-on-americas-most-fundamental-infrastructure>

### ***Federal Emergency Management Agency Reform Act, H.R. 4669***

Transportation and Infrastructure Committee leaders introduced legislation on July 24, 2025, that would provide the most robust legislative reform of the Federal Emergency Management Agency (FEMA) and federal disaster assistance programs in decades.

The Fixing Emergency Management for Americans (FEMA) Act of 2025 (H.R. 4669) was introduced by Transportation and Infrastructure Committee Chairman Sam Graves (R-MO); Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-WA); former Economic Development, Public Buildings, and Emergency Management Subcommittee lead Republican Daniel Webster (R-FL); and Economic Development, Public Buildings, and Emergency Management Subcommittee Ranking Member Greg Stanton (D-AZ). The *FEMA Act* was introduced following Graves' and Larsen's release of a discussion draft bill on May 8, 2025, and the subsequent feedback the Committee received on the draft from Members of Congress and the emergency management stakeholder community. Congresswoman Brownley serves on the full committee.

According to the National Association of Floodplain Managers (NAFM), "the bill proposes the most sweeping legislative reform of the Federal Emergency Management Agency (FEMA) and federal disaster assistance programs in decades." The legislation proposes to streamline the federal government's disaster response and recovery programs and make FEMA a cabinet-level agency once again. The initial reaction of the US Conference of Mayors, the National League of Cities, and the National Association of Counties is that the legislation will strengthen FEMA, expand the hazard mitigation program, and build state and local government emergency response capacity.

The legislation has several significant goals, including removing FEMA from DHS and restoring FEMA as an independent agency, and major changes to the Public Assistance program, which provides for the repair of infrastructure and reimbursement of emergency costs.

Some provisions relate to FEMA's pre-disaster mitigation programs, including creating a new pre-disaster mitigation formula program. According to section 302 of the bill, the formula refers to how much each state receives. However, the provision does not amend the portions of section 203(c) of the Stafford Act that make funding the overall program discretionary - "the President...may provide," nor does it change the funding source, which is the National Public Infrastructure Pre-Disaster Mitigation Fund (aka the BRIC set aside). The following factors would determine each state's allocation:

- 40% distributed equally to each eligible state
- 20% on a sliding scale to states that have the most vulnerable critical infrastructure to natural hazards
- 20% on a sliding scale to states that have a higher population and lower median income
- 20% on a sliding scale to states that provide the highest share to states with the highest number of projects in an economically distressed community.

The provision also requires that 50% of the funds a state receives be distributed to local governments. The bill adds a new subsection (n) that appears to broaden the entities that may receive project funding to include partnerships between multiple eligible entities, private non-profit entities, or public-private partnerships. The provision also allows funding to be mixed with other mitigation programs, including HMGP.

The legislation includes provisions that relate to FEMA's mitigation programs, including HMGP and Building Resilient Infrastructure Communities (BRIC). VCTC and Ventura County local governments might benefit from these changes if enacted. MMO Partners believes some amendments could be made to make these changes even more beneficial. Some proposed amendments to the T&I draft legislation are below. Specifically, amendments to section 301 of the bill would encourage technical assistance for and between agencies and governments in developing mitigation plans and projects. An amendment to section 304 would urge the President to declare HMGP for new disasters. The current administration is not providing HMGP in every disaster, which is a break from prior practice. It is also possible that the best way to address your concerns and interests might be through report language rather than amendments to the legislation. We also have suggested report language for section 301 of the draft bill, which T&I could use in addition to or in place of the proposed bill language.

Based on MMO's initial review, some amendments could make this new mitigation program even more beneficial to local governments and special jurisdictions. Specifically, amendments to make the new formula program mandatory would encourage the President to declare HMGP for new disasters. However, the current administration has not been providing HMGP in every disaster, a departure from prior practice. In addition, MMO has developed legislative and report language to encourage FEMA and States to include projects from high population counties with significant federal and tribal lands.

There is a link below to the text of the bill as introduced by the Committee Chair and Ranking Member of the Transportation and Infrastructure Committee.

Several provisions pertain to FEMA's mitigation programs, including HMGP and BRIC. We see opportunities to strengthen the bill through targeted amendments.

Proposed amendments to the FEMA Reform Act of 2025 are:

- **Language to amend section 301 to allow FEMA to accept projects from local governments in states that do not submit a plan or do not submit a plan for a particular county.**
- **Language to amend section 301 to clarify that mitigation plans may have more than one project from a county and to encourage a sufficient number of projects from areas at the greatest risk.**
- **Language to amend section 302 to make Predisaster Mitigation Mandatory**
- **Language to amend section 302 to increase the amount of funds that states must distribute to local governments**

VCTC's congressional delegation members are on the House and Senate committees that authorize FEMA legislation, the Senate Environment and Public Works Committee, and the House Transportation and Infrastructure Committee. Currently, there is no companion bill to H.R.4669 in the Senate.

[The text of the \*FEMA Act of 2025\* is available here.](#)

[https://transportation.house.gov/UploadedFiles/7-23-2025\\_HR\\_4669 - Section by Section.pdf](https://transportation.house.gov/UploadedFiles/7-23-2025_HR_4669_-_Section_by_Section.pdf)

### ***House and Senate FY26 Appropriations for Transportation Programs***

Department	Type of funding	Program	FY 26 House	FY 26 Senate
DOT- FAA	Formula	AIP	\$ 4,000,000,000	\$ 4,000,000,000
DOT- FAA	Competitive Grant	Discretionary AIP - Terminal Dev	\$ 970,000,000	\$ 970,000,000
DOT- FAA	Competitive Grant	AIP Earmarks	\$ 283,738,000	\$ 269,368,000
DOT- FTA	Formula	Transit Formula	\$ 14,642,000,000	\$ 14,642,000,000
DOT- FTA	Competitive Grant	Bus and Bus Facilities	\$ 490,358,000	\$ 12,156,828
		Competitive		
DOT- FTA	Competitive Grant -IIJA	Low or No Emissions	\$ 1,050,000,000	\$ 1,050,000,000
DOT- FTA	Competitive Grant	Low or No Emissions	\$ 78,457,427	\$ 1,945,093
DOT- FTA	Competitive Grant	Capital Investment Grants (New Starts/Small Starts)	\$ 53,745,000	\$ 1,950,000,000
		Sec.5309		
DOT- FTA	Competitive Grant -IIJA	Capital Investment Grants (New Starts/Small Starts)	\$ 1,600,000,000	\$ 1,600,000,000
		Sec.5309		
DOT-FTA	Competitive Grant	Transit Infrastructure Earmarks	\$ 95,766,390	\$ 58,857,000
DOT- FHWA	Formula	Federal aid Highways (HTF) Contract Authority	\$ 62,657,105,821	\$ 62,657,105,821
DOT- FHWA	Competitive Grant - IIJA	Safe Streets 4 All	\$ 1,000,000,000	\$ 1,000,000,000
DOT-FHWA	Competitive Grant	Active Transportation Infrastructure	\$ 10,000,000	\$ -
DOT-FHWA	Competitive Grant	Highway Infrastructure Earmarks	\$ 954,433,091	\$ 581,225,000
DOT- FRA	Competitive Grant	Consolidated rail infrastructure safety initiatives (CRISI)	\$ 1,500,000,000	\$ 1,044,800,000
DOT- FAA	Competitive Grant	CRISI Earmarks	\$ 38,402,000	\$ 51,524,000
DOT-FRA	Competitive Grant	Federal State partnership for Intercity Rail	\$ -	\$ -
DOT-OST	Competitive Grant	Thriving Communities	\$ -	\$ -
DOT- OST	Competitive Grant	RAISE -BUILD	\$ 1,500,000,000	\$ 1,750,000,000
DOT- OST	Competitive Grant	INFRA	\$ 1,600,000,000	\$ 1,600,000,000
DOT- OST	Competitive Grant	MEGA	\$ 1,000,000,000	\$ 1,000,000,000
DOT-MARAD	Competitive Grant - IIJA	Port Infrastructure Development	\$ 450,000,000	\$ 450,000,000
DOT-MARAD	Competitive Grant	Port Infrastructure Development	\$ 80,000,000	\$ 75,000,000
DOT-MARAD	Competitive Grant	Port Infrastructure Development Earmarks	\$ 43,470,000	\$ 21,482,000
Interior-EPA	Competitive Grant	Diesel Emission Reduction Act	\$ 90,000,000	\$ 60,000,000

### Status of FY26 Appropriations Bills in the House and Senate

Appropriation Bills	Subcommittee Approval		Committee Approval		Initial Passage		Resolution of House-Senate Differences			Presidential Approval
	House	Senate	House	Senate	House	Senate	Conference Report	House	Senate	
Agriculture <a href="#">H.R. 4121</a> <a href="#">S. 2256</a> <a href="#">CRS 48564</a>  See [+] Notes	9-7 06/05/2025		35-27 06/23/2025 <a href="#">H. Rept. 119-172</a>	27-0 07/10/2025 <a href="#">S. Rept. 119-37</a> See (+) note						
Commerce-Justice-Science <a href="#">S. 2354</a>  See [+] Notes	9-6 07/15/2025	(voice vote) 07/09/2025		19-10 07/17/2025 <a href="#">S. Rept. 119-44</a> See (+) note						
Defense <a href="#">H.R. 4016</a> <a href="#">S. 2572</a>  See [+] Notes	(voice vote) 06/10/2025		36-27 06/12/2025 <a href="#">H. Rept. 119-162</a>	26-3 07/31/2025 <a href="#">S.Rept. 119-52</a>	<a href="#">221-209</a> 07/18/2025 <a href="#">Special Rule</a> H. Res. 580					
Energy-Water <a href="#">H.R. 4553</a> <a href="#">CRS R48599</a>  See [+] Notes	9-6 07/14/2025		35-27 07/17/2025 <a href="#">H. Rept. 119-213</a>							

Appropriation Bills	Subcommittee Approval		Committee Approval		Initial Passage		Resolution of House-Senate Differences			Presidential Approval
	House	Senate	House	Senate	House	Senate	Conference Report	House	Senate	
Financial Services See [+] Notes	9-6 07/21/2025									
Homeland Security <a href="#">H.R. 4213</a> See [+] Notes	8-4 06/09/2025		36-27 06/24/2025 <a href="#">H. Rept. 119-173</a>							
Interior-Environment <a href="#">H.R. 4754</a> <a href="#">S. 2431</a> See [+] Notes	8-5 07/15/2025		33-28 07/22/2025 <a href="#">H. Rept. 119-215</a>	26-2 07/24/2025 <a href="#">S. Rept. 119-46</a>						
Labor-HHS-Education <a href="#">S. 2587</a>				26-3 07/31/2025 <a href="#">S. Rept. No. 119-55</a>						
Legislative Branch <a href="#">H.R. 4249</a> <a href="#">S. 2257</a> <a href="#">CRS R48612</a> See [+] Notes	6-4 06/23/2025		34-28 06/26/2025 <a href="#">H. Rept. 119-178</a>	26-1 07/10/2025 <a href="#">S. Rept. 119-38</a> See (+) note						
Military Construction-Veterans Affairs <a href="#">H.R. 3944</a> <a href="#">CRS R48608</a>	9-6 06/05/2025		36-27 06/10/2025 <a href="#">H. Rept. 119-161</a>	26-3 07/17/2025 <a href="#">S. Rept. 119-43</a>	<a href="#">218-206</a> 06/25/2025 <a href="#">Special Rule</a>					
State-Foreign Operations\ (Hse) National Security-Dept of State <a href="#">H.R. 4779</a> See [+] Notes	8-5 07/15/2025		35-27 07/23/2025 <a href="#">H. Rept. 119-217</a>							
Transportation-HUD <a href="#">H.R. 4552</a> <a href="#">S. 2465</a> <a href="#">CRS R48596</a> <a href="#">CRS R48567</a> See [+] Notes	9-7 07/14/2025		35-28 07/17/2025 <a href="#">H. Rept. 119-212</a>	27-1 07/24/2025 <a href="#">S. Rept. 119-47</a>						



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

<b>Legislative Update</b>
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The Legislature was on summer recess from July 18<sup>th</sup> to August 18<sup>th</sup>, so there was not much action in Sacramento during the last month. Right before the commencement of the break, the Assembly and Senate held lengthy policy committee hearings to meet the deadline for all bills to be moved through their respective committees. As a result, most of July was focused on hearing all of the bills in the second house policy committees. Now that the recess has concluded, the next two weeks will be mostly centered on appropriations committee hearings for all the fiscal bills. A majority of the bills – those generating a significant state cost – will be placed on the appropriations committee suspense files. The fate of these bills will be taken up during the final fiscal committee hearing (on August 29<sup>th</sup>), where they either advance or hold the remaining legislation before the deadline. The bills that move out of the appropriations committee will then move to the Senate or Assembly Floor for a full vote of their respective house. If there were any amendments while the bill was in the second house, the legislation must then go back for a concurrence vote to the house of origin. This will all take place in the final weeks of the 2025 legislative session, where there will be lengthy floor session hearings before the deadline. All bills must be passed by the Legislature by September 12<sup>th</sup>, and the Governor then has until October 12<sup>th</sup> to sign or veto legislation. If bills are not passed, they will ultimately become two-year bills and will be subjected to an expedited deadline schedule in January when the Legislature returns.

The Legislature and the Governor must negotiate and finalize major deals on the extension of the cap-and-trade program and the associated spending plan, electricity affordability and wildfire related issues, petroleum market stabilization issues and thousands of bills before session wraps. As always, Seaside Advocacy will continue to keep VCTC updated on relevant legislation and important upcoming deadlines.

<b>Transit Transformation Task Force Update</b>
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SB 125 established the Transit Transformation Task Force (TTTF) to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. The California State Transportation Agency (CalSTA) appointed 25 members to the TTTF, including representatives from state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. CalSTA, in consultation with the TTTF, will prepare a report of findings and policy recommendations based on the TTTF's efforts and submit it to the Legislature by October 31, 2025.

On August 1<sup>st</sup>, the first draft sections of the Transit Transformation Task Force Report (due Oct 31, 2025, under SB 125) were presented for Task Force action. The report reframed to stress transit as essential, highlight successes before challenges, and articulate 4 core principles: reliable service, complete communities, safety & accessibility, and financial sustainability. It focused on clean, safe, and accessible service; a new recommendation to integrate paratransit, micro transit, and fixed-route. The report also provided baseline data on ridership demographics, funding, operating costs, regulatory impacts (ADA, CARB), workforce challenges, COVID-19 impacts, and transit performance metrics. Some changes from feedback included: strengthening framing of transit as essential; clarifying equity and accessibility language (age, disability, paratransit needs); adjusting recommendations on transit prioritization and urban design near transit hubs; and expanding funding and cost analysis with updated details.

The next meeting will be held on August 26<sup>th</sup> in Orange County. The last Transit Transportation Task Force Meeting will meet at the Sacramento Area Council of Governments on September 30<sup>th</sup>.

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

**September 2-12** – Floor sessions only

**September 5** – Last day to amend on the floor

September 12 – Last day for each house to pass bills.

October 12 – Last day for the Governor to sign or veto bills passed by the Legislature.

#### **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:** 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)

**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:** 6/30/2025-In committee: Referred to APPR. suspense file.

**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:** 8/13/2025-In committee: Hearing postponed by committee.

**Summary:** Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of

confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes an undetermined maximum number of speed safety systems on state highway construction or maintenance areas, as specified.

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

**Introduced:** 1/28/2025

**Status:** 7/7/2025-In committee: Referred to APPR. suspense file.

**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:** 8/18/2025-In committee: Referred to suspense file.

**Summary:** The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill

would require the notice to include specified information, including the anticipated duration of the contract.

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

**Introduced:** 2/3/2025

**Status:** 7/14/2025-Chaptered by Secretary of State - Chapter 34, Statutes of 2025

**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:** 7/28/2025-Chaptered by Secretary of State - Chapter 58, Statutes of 2025

**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:** 8/18/2025-In committee: Referred to suspense file.

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

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

**Introduced:** 2/13/2025

**Status:** 5/23/2025-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/30/2025)(May be acted upon Jan 2026)

**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:** 8/13/2025-In committee: Hearing postponed by committee.

**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:** 8/18/2025-In committee: Referred to suspense file.

**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:** 8/20/2025-Read second time. Ordered to third reading.

**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:** 7/8/2025-Read second time. Ordered to third reading.

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

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

**Introduced:** 2/20/2025

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

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

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

**Introduced:** 2/20/2025

**Status:** 5/23/2025-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/7/2025)(May be acted upon Jan 2026)

**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:** 8/20/2025-Read second time. Ordered to third reading.

**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: Transit-Oriented Development Implementation Program.**

**Introduced:** 2/21/2025

**Status:** 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/11/2025)(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. Under current law, the Transit-Oriented Development Implementation Program is administered by the Department of Housing and Community Development to provide local assistance to developers for the purpose of developing higher density uses within close proximity to transit stations as provided. Current law, establishes the Transit-Oriented Development Implementation Fund and, to the extent funds are available, requires the department to make loans for the development and construction of housing development projects within close proximity to a transit station that meet specified criteria. This bill would authorize a project, to the extent that the project is required to mitigate transportation impacts under CEQA, to satisfy the mitigation requirement by electing to contribute an unspecified amount of money for each vehicle mile traveled to the Transit-Oriented Development Implementation Fund for the purposes of the Transit-Oriented Development Implementation Program. The bill would require, upon appropriation by the Legislature, the contributions to be available to the department to fund developments located in the same region, as defined, with preference given to specified projects.

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

**Introduced:** 2/21/2025

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

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

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

**Introduced:** 2/21/2025

**Status:** 7/17/2025-From Consent Calendar. Ordered to third reading.

**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:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**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:** 7/2/2025-July 2 set for first hearing. Placed on APPR. suspense file.

**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:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**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:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**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:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**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:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**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:** 8/21/2025-Read second time. Ordered to third reading.

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

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

**Introduced:** 2/19/2025

**Status:** 8/21/2025-Read second time. Ordered to consent calendar.

**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 512 (Perez D) District elections: initiatives.**

**Introduced:** 2/19/2025

**Status:** 8/21/2025-Read second time. Ordered to third reading.

**Summary:** Current law prescribes the procedures by which a proposed ordinance may be submitted to the governing board of a district by an initiative measure. These procedures do not apply to specified districts, including a district formed under a law that does not provide a procedure for elections. This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and substantive accountability standards applicable to a tax imposed by an ordinance enacted by the governing body.

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

**Introduced:** 2/20/2025

**Status:** 8/21/2025-Read second time. Ordered to consent calendar.

**Summary:** The Public Utilities Commission has the exclusive power to determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Current law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would require the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. The bill also would require the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process.

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

**Introduced:** 2/21/2025

**Status:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**Summary:** Existing 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. Existing 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. Existing 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 to escalating civil penalties, as specified.

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

**Introduced:** 2/21/2025

**Status:** 7/17/2025-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/5/2025)(May be acted upon Jan 2026)

**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:** 8/20/2025-August 20 set for first hearing. Placed on APPR. suspense file.

**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>Sept. 5, 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. Referred to Senate Appropriations Cmte.
AB 954 Bennett	State Transportation Improvement Program: bicycle highway pilot program	Monitor	Passed Senate Transportation Committee. Referred to Senate Appropriations Cmte.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed Senate. Referred to Assembly Appropriations Committee.
SB 90 Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: Improvements to Public Evacuation Routes: mobile rigid water storage.	Monitor	Passed Senate Natural Resources and Water Committees. Re-referred to Appropriations Committee.
SB 445 Wiener	Amended to High-Speed Rail: third-party agreements, permits and approvals: regulations	Monitor	Referred to Assembly Appropriations Committee.



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Item # 9K

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: HEATHER MILLER, PROGRAM MANAGER**

**SUBJECT: ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT (TDA) FISCAL YEAR (FY) 2025/26 ARTICLE 3 BIKE PATH MAINTENANCE FUNDS**

**RECOMMENDATION:**

- Approve the allocation of Fiscal Year 2025/2026 Transportation Development Act (TDA) Article 3 Bike Path Maintenance funds totaling \$243,802 as shown in Attachment "A".

**BACKGROUND:**

Pursuant to California PUC Section 99233.3, two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds are set aside for planning, constructing and maintaining bicycle and pedestrian facilities. In Ventura County, VCTC policy is to set aside 25% of the TDA Article 3 Bicycle/Pedestrian funds specifically for maintenance of Class I pathways. Class I bike paths are paved right-of-way physically separated from vehicular traffic and constructed in roadway right-of-way or exclusive right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. Funds are disbursed to local cities based upon the proportional share of Class I pathway miles within each jurisdiction. The FY 2025/26 Article 3 apportionment for Ventura County is \$975,210, providing \$243,802 for this cycle's maintenance allocation.

**DISCUSSION:**

Agencies within Ventura County were requested to provide Class I bike path mileage totals for their respective jurisdictions. Attachment A provides the breakdown of Class I mileage reported by each jurisdiction and their proportional share of this year's maintenance funds. Staff recommends allocation of \$243,802 of FY 2025/26 Article 3 funds available for disbursement to local jurisdictions for Class I Bike Path Maintenance according to the attached table. The remainder of the annual TDA Article 3 Bicycle/Pedestrian funding is allocated on a competitive basis.

The Transportation Technical Advisory Committee (TTAC) approved this recommendation on August 20, 2025.

**FISCAL IMPACT:**

No fiscal impact: TDA Article 3 funds are included in the current fiscal year budget.

# ATTACHMENT A

FY 2025-2026 TDA Article 3 Maintenance Miles			
City	Existing Class I Mileage	Class I Maintenance Allocation	% Share
City of Camarillo	5.42	\$14,119	5.79%
City of Fillmore	8.17	\$21,283	8.73%
City of Moorpark	2.4	\$6,252	2.56%
City of Ojai	0.4	\$1,042	0.43%
City of Oxnard	5.6	\$14,588	5.98%
City of Port Hueneme	5.71	\$14,875	6.10%
City of San Buenaventura	33.38	\$86,955	35.67%
City of Santa Paula	1.98	\$5,158	2.12%
City of Simi Valley	13.6	\$35,428	14.53%
City of Thousand Oaks	3.13	\$8,154	3.34%
Ventura County	13.8	\$35,949	14.75%
<b>TOTAL</b>	<b>93.59</b>	<b>\$243,802</b>	



Item # 9L

September 06, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: HEATHER MILLER, PROGRAM MANAGER**

**SUBJECT: RESOLUTION APPROVING VENTURA COUNTY'S FISCAL YEAR (FY) 2025/2026  
STATE OF GOOD REPAIR PROJECT LIST**

**RECOMMENDATION:**

- Adopt Resolution 2025-08 (Attachment "A") approving the project list for the FY 2025/2026 State of Good Repair funds for a total of \$1,685,496 and authorizing the Executive Director to submit all required documents to receive the funds.

**BACKGROUND:**

Senate Bill 1 (SB 1), signed into law in April of 2017, provides a steady source of revenue from the Transportation Improvement Fee on vehicle registrations to rehabilitate and modernize existing local transit systems. This investment in public transit is called the State of Good Repair (SGR) Program and funds are distributed to local agencies (PUC Section 99314 "local shares") and regional entities (PUC Section 99313 "regional share") using the same formula as State Transit Assistance (STA). Table 1 provides a breakdown of the available FY 2025/2026 SGR funding for Ventura County:

Table 1. State of Good Repair January Fund Estimates for FY 2025/2026

Agency	SGR PUC 99314 Fund Estimate	SGR PUC 99313 Fund Estimate
City of Camarillo	\$ 9,095	
Gold Coast Transit District	\$ 51,734	
City of Moorpark	\$ 3,632	
City of Simi Valley	\$ 14,136	
City of Thousand Oaks	\$ 5,131	
SCRRA (Metrolink)	\$ 153,732	
Ventura County Transportation Commission		\$ 1,448,036
Total	\$ 237,460	\$ 1,448,036
<b>TOTAL (99314 &amp; 99313)</b>		<b>\$ 1,685,496</b>

**DISCUSSION:**

As Ventura County's Regional Transportation Planning Agency (RTPA), the VCTC is required to compile and submit to Caltrans a combined list of eligible projects for the region proposed to be funded with State of Good Repair funds. VCTC will then receive and sub-allocate the SGR funds to transit operators in the amounts claimed according to the published August SCO estimates above.

## Project Selection

State of Good Repair funds are made available for capital projects that maintain the public transit system in a "state of good repair" or condition in which a capital asset can operate at a full level of performance. Eligible SGR Projects include:

- transit capital projects or services to maintain or repair existing vehicles, transit or transit maintenance facilities;
- the design, acquisition and construction of new vehicles, transit facilities, maintenance facilities or equipment that improve existing transit services; and
- transit services that complement local efforts for repair and improvement of local transportation infrastructure.

The proposed FY 2025/2026 State of Good Repair projects for Ventura County, as proposed by local operators and meeting with SGR guidelines, are listed in Table 2:

Table 2. State of Good Repair Ventura County Project List for FY 2025/2026 SGR Funds.

Agency	Project Title	Project Description	Proposed SGR Funding
Gold Coast Transit District	GCTD Nine (9) Replacement CNG Buses	SGR funds to match CMAQ funds for Replacement CNG Bus purchase per TAM Plan.	\$ 51,734
City of Camarillo	Camarillo Rolling Stock Replacement	Purchase of replacement transit van.	\$ 9,095
City of Simi Valley	Simi Bus Stop Improvements	Purchase and installation of bus stop signage and amenities, and renovation of existing bus stops; approved in the City's 5 Year Capital Improvement Plan (CIP).	\$ 14,136
City of Thousand Oaks	Thousand Oak's Purchase Six DAR Vans	Thousand Oak's purchase of six (6) replacement dial-a-ride vans.	\$ 5,131
VCTC (99313) and City of Moorpark (99314)	SCRRA Arroyo Simi Bridges Rehabilitation	The SCRRA/Metrolink project will provide environmental clearance, design and construction for the rehabilitation of four (4) bridges that cross the Arroyo Simi River.	\$ 1,451,668
SCRRA (Metrolink)	Systemwide Track Rehabilitation	Systemwide Track Rehabilitation to address recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog including rail grinding; Surfacing Program to restore track profiles and cross-section; and Infrastructure planning and data collection for condition assessments.	\$ 153,732
<b>TOTAL</b>			<b>\$ 1,685,496</b>

Due to the significant reporting requirements, audit costs, and relatively small funding amount, the City of Moorpark declined FY 2025/26 SGR funds. The City of Moorpark's local share of \$3,632 and VCTC's regional funds of \$1,452,335 will contribute to the SCRRA (Metrolink) Arroyo Simi Bridge Rehabilitation project. This project provides design, environmental clearance, and construction for the rehabilitation of four (4) bridges that cross the Arroyo Simi River. Additionally, SCRRA's local share, based upon the portion of Metrolink's service within Ventura County and totaling \$153,732, will contribute to SCRRA's Systemwide Track Rehabilitation program.

Staff has reviewed the projects submitted by local transit operators for their local shares of SGR funding and determined the projects are consistent with the requirements of the SGR program. Therefore, staff recommends the Commission adopt Resolution #2025-08 (Attachment A) approving the list of SGR projects for FY 2025/2026 State of Good Repair funds and authorizing the Executive Director to submit all required documents to receive the funds.

**FISCAL IMPACT:**

No fiscal impact: SGR funds are included in current fiscal year budget.

## **RESOLUTION #2025-08**

### **A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION APPROVING THE PROJECT LIST TO RECEIVE FY 2025/2026 CALIFORNIA STATE OF GOOD REPAIR PROGRAM FUNDS**

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital projects to maintain the public transit system in a state of good repair; and

**WHEREAS**, to be eligible for State of Good Repair funding, each year all potential recipient agencies are required to provide the Regional Transportation Planning Agency a list of projects proposed to be funded with their State of Good Repair apportionment, and

**WHEREAS**, the Ventura County Transportation Commission, as the Regional Transportation Planning Agency, is required to compile and submit the list of eligible projects for the region to Caltrans for their approval allowing the State Controller's Office to release the funds, and

**WHEREAS**, the Ventura County Transportation Commission receives and distributes State of Good Repair funds to project sponsors for eligible transit capital projects; and

**WHEREAS**, local transit operators have submitted their proposed project lists to the Ventura County Transportation Commission; and

**WHEREAS**, VCTC has determined the projects listed in Exhibit A are consistent with the adopted 2025 SGR Program Guidelines.

**NOW, THEREFORE, BE IT RESOLVED** that the Ventura County Transportation Commission approves the region's State of Good Repair project list in Exhibit A for Fiscal Year 2025/2026 State of Good Repair Program Funds.

**NOW, THEREFORE, BE IT RESOLVED** the Ventura County Transportation Commission agrees to comply with the requirements of the SGR Program.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director of the Ventura County Transportation Commission is authorized to execute all required documents to receive the funds.

PASSED AND ADOPTED on this 5<sup>th</sup> day of September 2025 by VCTC action.

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Mike Judge, Chair

ATTEST:

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Roxanna Ibarra, Clerk of the Board

APPROVED AS TO FORM:

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Lindsay D'Andrea, General Counsel

## Exhibit A

Table 2. State of Good Repair Ventura County Project List for FY 2025/2026 SGR Funds.

Agency	Project Title	Project Description	Proposed SGR Funding
Gold Coast Transit District	GCTD Nine (9) Replacement CNG Buses	SGR funds to match CMAQ funds for Replacement CNG Bus purchase per TAM Plan.	\$ 51,734
City of Camarillo	Camarillo Rolling Stock Replacement	Purchase of replacement transit van.	\$ 9,095
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VCTC (99313) and City of Moorpark (99314)	SCRRA Arroyo Simi Bridges Rehabilitation	The SCRRA/Metrolink project will provide environmental clearance, design and construction for the rehabilitation of four (4) bridges that cross the Arroyo Simi River.	\$ 1,451,668
SCRRA (Metrolink)	Systemwide Track Rehabilitation	Systemwide Track Rehabilitation to address recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog including rail grinding; Surfacing Program to restore track profiles and cross-section; and Infrastructure planning and data collection for condition assessments.	\$ 153,732
<b>TOTAL</b>			<b>\$ 1,685,496</b>



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Item # 9M

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: VANESSA SCHOENEWALD, DIRECTOR OF PROGRAMMING**  
**SUBJECT: ADOPTION OF RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE RIGHT-OF-WAY CERTIFICATIONS**

**RECOMMENDATION:**

- Adopt Resolution 2025-09 authorizing the Executive Director, or designee, to execute right-of-way certification for the Camarillo Station ADA Improvements Project and for other Commission projects where Caltrans requires right-of-way certification.

**BACKGROUND:**

The process of obligating federal or state funds for the construction phase of a project requires approval of a request for authorization or allocation submitted to Caltrans. One component of this is providing right-of-way certification confirming that necessary right-of-way has been secured and that utilities and railroad facilities are appropriately accommodated prior to authorizing advertisement of a construction contract. To support this requirement, local public agencies, such as VCTC, must submit for review and acceptance by Caltrans a right-of-way certification with the signature of the person authorized to sign for the submitting local public agency. Signing authority is granted by a resolution adopted by the commission or board of the local public agency. Without these certifications, projects cannot advance to the bid and award process.

**DISCUSSION:**

The proposed resolution delegates authority to the Executive Director, or designee, to execute right-of-way certifications for VCTC projects for which Caltrans requires certification. Delegation will streamline project delivery by avoiding the need to return to the Commission for project-by-project actions, ensure timely submittals, maintain eligibility for federal and state funds, and minimize the risk of bid or construction delays. VCTC must also agree to indemnify Caltrans from liabilities associated with the right-of-way certification since Caltrans did not perform the right-of-way activities. The resolution authorizes the

inclusion of Caltrans-required indemnification language in such certifications. A sample right-of-way certification template is included with this item as Attachment A.

**FISCAL IMPACT:**

This item has no impact on the current fiscal year budget.



Item #9N

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: FY2025 – 2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN  
UPDATE**

**RECOMMENDATION:**

- Receive and file

**BACKGROUND:**

The Ventura County Transportation Commission (VCTC), in partnership with local transit operators, initiated development of the Ventura County Short Range Transit Plan (SRTP) to guide public transit improvements for the timeframe of 2025-2034. A key component of the SRTP has been a robust community engagement effort to ensure that transit planning decisions reflect the needs and interests of both riders and non-riders throughout Ventura County.

The SRTP Project team has also prepared a Partnership Plan to establish a structured, long-term approach for strengthening and expanding relationships between Ventura County's transit operators and a broad range of community organizations, educational institutions, employers, and other stakeholders. The goal is to use partnerships to build transit awareness, increase ridership, and expand the visibility of public transportation as a resource for all County residents.

A high-level summary of what the project team has identified since the onset of the SRTP development process is provided in the subsequent section below.

**DISCUSSION:**

***Community Outreach Summary***

The SRTP's engagement process was conducted in three distinct phases from December 2023 to May 2025:

- **Phase 1 (Initiation & Needs Identification):** Stakeholder meetings, agency workshops, and community listening sessions identified key transit issues, including poor public awareness of services, gaps in service coverage, and challenges in interagency coordination.
- **Phase 2 (Surveying Riders & Non-Riders):** Approximately 600 valid responses were collected through online and on-board surveys. The surveys explored transit needs, perceptions, and priorities from both riders and non-riders.

- **Phase 3 (Feedback on Service Concepts):** Draft recommendations were presented to stakeholders, local agencies, and the public for feedback. While public participation remained limited, feedback was generally supportive of proposed concepts.

The outreach process identified several key findings:

- **Lack of Awareness Remains a Major Barrier:** Many residents are unaware of transit services available in their community or how to use them. This highlights the need for better marketing, information sharing, and partnerships with local organizations to promote transit.
- **Service Availability and Connectivity:** Riders and non-riders alike identified infrequent service and limited evening hours as major deterrents to transit use, particularly for non-traditional work schedules and regional trips across multiple jurisdictions.
- **Affordability and Accessibility:** Transit remains essential for residents with low incomes, seniors, students, and people with disabilities. Continued investment in programs like Youth Ride Free and better coordination of demand-response (dial-a-ride) services is needed to support these populations.
- **Demand-Response Service Challenges:** Riders of dial-a-ride services reported high overall satisfaction, but emphasized the need for improvements in reliability, on-time performance, and integration between service providers, especially for healthcare trips.
- **Infrastructure and Access:** Safe walking routes to bus stops and improved lighting at stops were frequently cited as necessary improvements to encourage more use of the transit system.

The outreach summary findings will inform the final SRTP document, which will include recommended actions for local agencies, community partners, and the Commission to improve transit service delivery, marketing, and ridership.

### ***Partnerships Plan Summary***

The Partnership Plan recognizes that community partnerships are a critical tool for improving transit access and awareness, especially in a region like Ventura County where transit ridership is relatively low and dispersed. It lays out a framework for deepening VCTC's relationships with community organizations by providing clear, useful information about public transit, offering mutually beneficial programs, and leveraging trusted messengers in the community to spread the word about available transit options. The Partnerships Plan highlights the following:

#### **Formalizing a Countywide Network of Partners:**

The Plan categorizes potential partners into three tiers:

- **Level I – Resource/Program Partners:** Includes transit agencies, schools, municipalities.
- **Level II – Programmatic Partners:** Includes nonprofits, major employers, healthcare providers, advocacy organizations.
- **Level III – Community Partners:** Includes senior centers, libraries, local businesses, and healthcare clinics.

#### **Actions to Strengthen Partnerships:**

- Establishing clear, bi-directional communication between VCTC and its partners.
- Developing promotional toolkits for partners to distribute transit information.
- Expanding awareness of fare programs like Youth Ride Free, College Ride, and VCbuspass.

- Providing training and materials to partners so they can help constituents navigate transit.

#### **Improved Messaging and Communication:**

- Continued focus on coordinated, countywide messaging about public transit availability and benefits.
- Building upon successful marketing efforts such as the ¡Buenas con VCTC! campaign.
- Using events, fairs, educational institutions, and social media to connect with new riders.

#### **Building and Maintaining Infrastructure for Engagement:**

- Maintaining updated partnership contact lists.
- Supporting outreach with staff resources, marketing materials, and technology.
- Developing user-friendly countywide transit maps and informational materials.

VCTC will continue refining these sections of the SRTP to strengthen how it and its partner agencies manage relationships, improve outreach strategies, and align with existing programs and state and federal engagement requirements. The Outreach Summary and Partnership Plan will support the broader SRTP goal of increasing ridership by making transit more visible, accessible, and relevant to Ventura County residents. The project team is planning to use a variety of outreach methods, such as onboard flyers with QR codes, distribution through social service agencies, local libraries, and community centers, along with email and social media, to help encourage community awareness and participation.

#### **FISCAL IMPACT**

There is no fiscal impact associated with this item.

#### **ATTACHMENTS**

Attachment A – Outreach Summary Report

Attachment B – Partnerships Plan Report



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Item # 90

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: MATT MILLER, PROGRAM MANAGER**

**SUBJECT: AUTHORIZATION TO PURCHASE VCTC INTERCITY BUS REPLACEMENTS**

**RECOMMENDATION:**

- Authorize the Executive Director to provide MCI with a notice to proceed and issue a purchase order for five (5) MCI D45 CRT LE over-the-road coaches for VCTC Intercity service in the amount of \$7,539,172, including a potential 15% per vehicle tariff and a 10% project contingency.
- Approve budget amendment for the FY25-26 VCTC Intercity budget to increase the Bus Replacement/Rehabilitation line item by \$2,539,172
- Approve budget amendment to the FY25-26 VCTC Intercity budget to increase the revenues of SB125 by \$2,539,172

**BACKGROUND**

The VCTC intercity bus service fleet is made up of 36 45-foot diesel over-the-road coaches with model years ranging from 2015 to 2025. These five buses will be replacing five 2015 MCI buses that have reached the end of their useful life and can no longer be relied upon to deliver dependable service on the Intercity routes.

**DISCUSSION**

**Replacement Vehicles**

The five Intercity vehicles planned for retirement and replacement are 2015 MCI D4500 over-the-road coaches with between 635,300 and 733,500 miles accumulated. The Federal Transit Administration's (FTA) useful life benchmark for these vehicles is 12 years or 500,000 miles. These five vehicles performed well when they were new but as they have aged, they've become expensive to maintain and unreliable to operate on the Intercity service.

The five new replacement vehicles will be 2025 diesel MCI CRT LE over-the-road coaches with ADA vestibule and wheelchair ramp, identical to the previous five the Commission approved purchase of last year.

## Procurement

As members of the California Association for Coordinated Transportation (CALACT), VCTC can purchase a variety of transit vehicles from the CALACT purchasing cooperative. The cooperative provides a federal and California State compliant purchasing solution that allows VCTC to select from a list of vehicles that best suits the needs of the Intercity passengers. Purchasing vehicles through the cooperative saves time and resources and allows staff to quickly submit orders as the competitive procurement process has already been completed by CALACT.

The price MCI provided in their price proposal is \$1,191,964 per vehicle with the total purchase price of the five vehicles of \$5,959,820 which is consistent with the CALACT contract.

In their proposal, MCI included information about the possible increase in the price per vehicle resulting from tariffs recently imposed and stated that it is expected that the price may increase anywhere from 3%-15%. To allow the procurement to stay on schedule, staff is recommending planning for the worst-case scenario and add an additional 15% to the purchase price per vehicle which increases the cost per vehicle by \$178,795. Lastly, staff also recommends retaining an additional 10% contingency of \$137,076 per vehicle to address any other issues that may arise during production or post-delivery including paying for DMV title and registration fees.

These contingencies increase the cost per vehicle to \$1,507,834 and to a total of \$7,539,172.

Five-million dollars of Year 2 SB 125 funds will be used for this purchase have been included in the FY25-26 budget. Additional SB 125 funds are allocated to this project and staff is requesting approval of a budget amendment to increase the Bus Replacement/Rehabilitation line item by \$2,539,172 in SB 125 funds which are available after completing last year's bus replacement and bus rehabilitation projects.

## **FISCAL IMPACT**

Approval of this item will increase Intercity Bus Replacements/Rehabilitation by \$2,539,172 and increase Intercity Total Revenues by \$2,539,172 as follows:

SB-125	\$	2,539,172
Net Increase	\$	2,539,172

*Attachment: MCI Option Proposal for 5 – 45 foot Diesel Coaches*



Item # 9P

SEPTEMBER 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: AMENDMENT NO. 2 TO AGREEMENT WITH RAILPROS, INC. FOR CONSTRUCTION MANAGEMENT TO RECONSTRUCT THE SESPE CREEK OVERFLOW RAILROAD BRIDGE ON THE SANTA PAULA BRANCH LINE**

**RECOMMENDATION:**

- *Authorize the Executive Director to finalize and execute Amendment No. 2 to the Agreement with RailPros, Inc. for Construction Management Services to increase the not to exceed amount by \$93,005.69 to add scope to complete required daily biological monitoring during bridge reconstruction.*
- *Increase the STA Fund Transfer – FEMA / CalOES line funding item by \$93,005.69, increase the Consultant Services expenditures line item by a corresponding \$93,005.69, and increase the transfer-out of the State Transit Account and into the SPBL Fund by a corresponding \$93,005.69.*

**BACKGROUND:**

The Sespe Creek Overflow railroad bridge at Mile Post 423.44 on the Santa Paula Branch Line (SPBL) railroad, just west of Fillmore, experienced significant storm damage from two declared disasters (DR-4683 and DR-4769) in January 2023 and February 2024. Bridge repair is necessary to reconnect the Fillmore-Piru segment of the SPBL railroad with the remainder of the SPBL and restore the connection to the mainline at East Ventura.

In February 2024, after a competitive procurement process, the Commission approved and VCTC executed a contract with RailPros, Inc. for Construction Management Support Services for the reconstruction of the Sespe Creek Overflow railroad bridge in accordance with design plans and specifications. The scope of work includes professional engineering services required for management of a construction contract, including engineering inspection, environmental support, materials testing, and surveying to verify the Project according to project plans and specifications, as well as project management support and coordination with the Railroad Operator, Sierra Northern Railway. The scope of work was developed, and cost estimates were based, on the plans and specifications for the permanent repairs to address damage caused by the January 2023 storms. The original CM contract did not anticipate the emergency repairs necessitated by the February 2024 storms. The CM support needed to address the additional damage exceeded the anticipated level of work included in the original scope of work and fee structure for the RailPros construction management contract but still within the overall scope of services and qualifications of the original solicitation and contract scope of work. Due to RailPros specialized expertise related to the Sespe Creek Bridge and the time-sensitive nature of the project, staff determined that this additional scope needed to be added through an amendment to the RailPros Agreement through Amendment No. 1. As such, in October 2024, VCTC approved Amendment No. 1 to add additional compensation and scope to provide for construction management services to oversee emergency embankment stabilization work, which was completed by the end of October 2024. As part of the construction of the permanent bridge repairs, VCTC's regulatory permit requires daily biological monitoring which was not anticipated under the original scope of work and thus, this additional scope needs to be added through an additional amendment to the Agreement.

## **DISCUSSION:**

After completing the stabilization work, the team shifted focus to permanent bridge repairs. Following a competitive bidding process, the Commission awarded a contract on June 6, 2025 to Granite Construction to complete the permanent bridge repairs. The contract was executed on June 9, 2025, with a limited notice to proceed issued pending receipt of regulatory agency permits. Water diversion and fish protection plans were developed and coordinated with the construction contractor, design and environmental, and construction management teams. These plans were integrated into regulatory permit applications. On August 11, VCTC submitted a request to the U.S. Army Corps of Engineers (USACE) for an emergency permit (RGP-63) to conduct emergency rail repairs to secure bridge structures and re-establish rail connection and submitted a Section 401 certification request to the Water Board. On August 13, USACE initiated notification to regulatory agencies, and on August 21, USACE issued an RGP-63 verification. Among other things, the RGP 63 requires implementation of a fish protection plan and daily onsite monitoring from a qualified biologist to monitor and ensure protection of listed species.

On September 3, Granite Construction will begin on-site construction activities with a projected completion date of November 30 for in-water work in accordance with the RGP-63. Ensuring that construction occurs in a safe and effective manner in accordance with plans and specifications and in compliance with regulatory permits requires daily onsite oversight from a construction manager with support from a team of qualified biologists in the field. The scope of work for the Construction Management contract includes the following Environmental Compliance tasks: "Coordinate and supervise pre-construction biological survey(s) and environmental monitoring. CONTRACTOR shall provide environmental monitoring and surveying services. CONTRACTOR shall coordinate with VCTC and regulatory agencies and report on the results of each survey." While the original scope included pre-construction biological surveys and monitoring, it was not originally anticipated that daily monitoring or the implementation of a fish protection plan would be required to the level necessary for permit compliance.

Additional resources are needed to ensure appropriate monitoring of biological resources and environmental permit compliance. This work will be accomplished by a team from GHD, a subcontractor to RailPros. The proposed cost to complete the required daily biological monitoring during bridge reconstruction is \$159,547.97, offset by a reduction of \$66,542.28 from unexpended funds in the Emergency Slope Repair CM Services task. The resulting proposed increase is \$93,005.69. An amendment to the Fiscal Year 2025/2026 Santa Paula Branch Line program budget is needed to accommodate the proposed increase of \$93,005.69 to the current contract amount of \$1,203,641.64, for a total not to exceed amount of \$1,296,647.33, using State Transit Account (STA) funding as a bridge to FEMA reimbursement.

## **RECOMMENDATION:**

Staff recommend approval of Amendment No. 2 to the Agreement with RailPros, Inc. for construction management services to add additional scope and increase the not to exceed amount by \$93,005.69 and to increase the STA Fund Transfer – FEMA / CalOES line funding item by \$93,005.69, increase the Consultant Services expenditures line item by a corresponding \$93,005.69, and increase the transfer-out of the State Transit Account and into the SPBL Fund by a corresponding \$93,005.69.



Item # 9Q

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: MATT MILLER, PROGRAM MANAGER**

**SUBJECT: AUTHORIZATION TO PURCHASE REPLACEMENT SYNCROMATICS EQUIPMENT  
FOR GOLD COAST TRANSIT DISTRICT NEW REPLACEMENT BUSES**

**RECOMMENDATION:**

- Authorize the Executive Director to sign purchase order in the amount of \$90,399 to transfer and install nine (9) Syncromatics Hub systems for nine (9) Gold Coast Transit District (GCTD) replacement buses.

**BACKGROUND**

VCTC's Regional Transit Technology program assists agencies with modernizing their transit fleets and coordinates and manages regional transit technology projects. In 2019, VCTC launched the implementation of a countywide automatic vehicle location (AVL) system that was installed in every fixed route transit vehicle in the county. As the equipment ages and new buses are purchased replacement equipment is purchased.

**DISCUSSION**

GCTD has purchased nine new replacement buses and as part of the countywide AVL project, VCTC funds the transfer and installation of the equipment using funds from the Regional Transit Technology budget. This purchase is above the Executive Director's signing authority. Staff is seeking authorization to allow the Executive Director to sign a purchase order in the amount of \$90,399 to transfer and install nine (9) Syncromatics Hub systems for nine (9) Gold Coast Transit District (GCTD) replacement buses.

**FISCAL IMPACT**

There is no fiscal impact for this item as these funds are already planned for in the FY25-26 Regional Transit Technology budget.



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Item # 9R

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: ROXANNA IBARRA, CLERK OF THE BOARD**  
**SUBJECT: AUTHORIZATION FOR DESTRUCTION OF RECORDS**

**RECOMMENDATION:**

- Approve the destruction of itemized records.

**BACKGROUND:**

This item presents for approval the destruction of records at Ventura County Transportation Commission, pursuant to Provisions of “Administrative Code of the Ventura County Transportation Commission, Ventura County Airport Land Use Commission, Ventura County Service Authority for Freeway Emergencies, the Consolidated Transportation Service Agency for Ventura County and the Ventura County Congestion Management Agency” (Article V, Section H).

Staff is requesting the destruction of records found within Attachment A.

Staff Position Review	Advisory Recommendation	Comments
Executive Director	X	Reviewed and recommended
Director of Finance	X	Reviewed and recommended
Transit Director	X	Reviewed and recommended
Director of Programming	X	Reviewed and recommended

**FISCAL IMPACT:**

This item has no impact on the current fiscal year budget.

**Attachment A**

**REQUEST TO DESTROY  
FINANCE DEPT. RECORDS  
LOCATION: STORAGE**

<b>FY 2012/2013</b>	ACCOUNTING RECORDS -13 Boxes
<b>FY 2013/2014</b>	ACCOUNTING RECORDS -14 Boxes
<b>FY 2014/2015</b>	<b>ACCOUNTING RECORDS -18 Boxes</b>

**REQUEST TO DESTROY  
PROGRAMMING DEPT. RECORDS  
LOCATION: STORAGE**

<b>2016</b>	FTA TRIENNIAL REVIEW- 1 Box
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**REQUEST TO DESTROY  
TRANSPORTATION DEPT. RECORDS  
LOCATION: STORAGE**

<b>1997-2002</b>	VISTA SURVEYS-1 Box
<b>2000</b>	CONEJO COMMUTER FARE INCREASE - 1 Box
<b>2010</b>	COASTAL EXPRESS FARE INCREASE - 1 Box
<b>2013/2014</b>	END OF NIGHT REPORTS - 1 Box
<b>2013-2015</b>	CAL- EMA -1 Box
<b>2014</b>	SMART CARD BACKGROUND - 1Box
<b>2014</b>	HIGHWAY 126 SURVEYS-1 Box
<b>2014</b>	RFP #1415-9164-HV FIXED ROUTE, DAR AND ADA PARATRANSIT SERVICES FOR HERITAGE VALLEY- 1 Box
<b>2014/2015</b>	RECONCILIATION SHEETS - 1Box
<b>2015</b>	UNMET TRANSIT NEEDS -1 Box
<b>2015</b>	ADA CERTIFICATION RFP - 1Box
<b>2016</b>	RULE 211 SURVEYS



**Item # 10**

**September 5, 2025**

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CAITLIN BROOKS, PROGRAM MANAGER-TRANSPORTATION PLANNING**

**SUBJECT: VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN AMENDMENT**

**RECOMMENDATION/S:**

- Approve and adopt the Ventura County Comprehensive Transportation Plan (CTP) Amendment.

**BACKGROUND**

The Ventura County Comprehensive Transportation Plan (CTP) is a long-range planning document originally adopted by the Ventura County Transportation Commission (VCTC) in 2013 to plan for the future of transportation in the County over the next 30 years. The 2023 CTP Update incorporated socioeconomic data, community priorities, and local transportation solutions, placing a special emphasis on inclusion of disadvantaged and underserved communities to create a more equitable transportation future for all.

VCTC began work on the 2023 CTP Update in Fiscal Year 2021/2022. The original CTP consultant did not have the resources or capacity to address the substantial technical comments received from local agencies and the public in December 2022. Due to requirements of the CTP Update funding source (Caltrans Sustainable Transportation Planning Grant), the project was required to go to the VCTC Board by February 2023 for review. In February 2023, the Commission voted to accept the Comprehensive Transportation Plan and directed staff to amend the Plan to incorporate comments from the public and advisory committees for full adoption at a future date.

To fully address public and agency comments on the December 2022 Draft CTP, and to incorporate the local transportation plans completed since the February 2023 Plan completion, a comprehensive review was needed. This review required additional model runs and technical support, therefore, VCTC staff sought consultant assistance to prepare the CTP Amendment. Iteris, Inc. was selected to complete the CTP Amendment under VCTC's Adopted Procurement Policies and Procedures Section III - Methods of Procurement, B (Small Purchase Procedures). Iteris completed the requested revisions to the CTP and finalized the CTP Amendment in June 2025.

**DISCUSSION**

The CTP Amendment incorporates the feedback received from the public and technical advisory committees. Major changes to the February 2023 CTP Update include:

- Text edits for clarity
- Data-Based Proof for Plan Goals – why they are important and how can the conditions be improved

- Example – expanded safety discussion with injuries due to collisions described for state highways and major arterials
- Updated data and information
  - Example - transit statistics (from 2020 to 2023)
  - Updated Scenario package of projects and corresponding performance
- Captures recovery post-COVID
- More concise summary of community engagement
- Added information about economic role of the transportation system in Ventura County
- Revised post-COVID travel discussion (from near-term effects to changes through 2024)

The Transportation Technical Advisory Committee (TTAC) recommended at their August 20, 2025 meeting that the VCTC Board approve and adopt the CTP Amendment.

### **SUMMARY**

The multimodal transportation improvements proposed through the CTP Amendment aim to address the current and future needs of residents in Ventura County. These improvements were developed after a thorough review of existing conditions and demographic forecasts, extensive community engagement, and analysis using VCTC's regional travel demand model.

Improvements identified in the CTP Implementation Scenario (previously Scenario B) are intended to respond to existing and future mobility needs of residents in Ventura County, and to place the county on a pathway towards creating a more resilient and equitable transportation network that provides the community with access to a range of mobility choices and opportunities.

Moving forward, VCTC will complete a prioritization of the projects and strategies identified in this plan. VCTC will also continue to collaborate with local agencies and regional partners to complete the planning and pursuit of additional funding necessary for project implementation. The CTP is also intended to be a living document that will be updated and amended as needed to incorporate future planning efforts and projects identified for Ventura County.

### **FISCAL IMPACT**

The recommended action does not change the approved 2025/2026 Fiscal Year Budget.

### **ATTACHMENTS (if applicable)**

Final Comprehensive Transportation Plan Amendment, August 2025.



Item # 11

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: TRANSPORTATION EMERGENCY PREPAREDNESS PLAN AND RAIL  
SAFETY UPDATE**

**RECOMMENDATION:**

- Receive and file

**BACKGROUND:**

VCTC continues to advance its safety and resiliency objectives through both capital and operational initiatives. As part of the Transportation Emergency Preparedness Plan (TEPP), staff are coordinating with local operators and partner agencies to ensure continuity of operations and rapid incident response across the County. Implementing strategies recommended in the TEPP has been a key goal. Participation in the Ventura County Regional Radio System (RRS) fulfills one of those strategies and represents a critical step in achieving interoperable communications, enabling seamless coordination among first responders and transit providers during both service disruptions and large-scale emergencies. Complementing this effort, VCTC is investing in upgraded radio equipment to enhance communications, reliability, and situational awareness.

Collectively, these initiatives demonstrate VCTC's proactive approach to risk mitigation, emergency management, and the protection of travelers throughout the County. By strengthening communications interoperability and investing in safety-focused outreach, VCTC is building greater resilience into daily operations while also preparing for unplanned events. These efforts align with best practices in transit planning by emphasizing system reliability, coordinated response capabilities, and community safety. In doing so, VCTC continues to advance a culture of safety and preparedness that supports both current mobility needs and long-term regional growth.

**DISCUSSION:**

***Rail Safety Month***

Rail Safety Month provides an opportunity to highlight and reinforce safe behaviors around trains, tracks and grade crossings while strengthening partnerships with local jurisdictions and railroad owners/operators. The Commission's support of these efforts underscores the importance of public education and outreach to reduce rail-related incidents.

Since 2009, September is recognized as Rail Safety Month in California. The initiative, supported by Operation Lifesaver and statewide transportation partners, promotes public awareness of rail safety and encourages safe behavior near tracks, stations, and crossings. Local governments often participate by issuing proclamations, sharing safety messaging, and engaging the community in outreach efforts.

VCTC has taken the opportunity to partner with Metrolink in recognizing Rail Safety Month to:

- Emphasize the importance of safe practices around trains, tracks, and grade crossings.
- Support education campaigns targeting schools, commuters, and the general public.
- Partner with Metrolink, Union Pacific Railroad, LOSSAN, Sierra Northern and Operation Lifesaver for outreach events and materials.
- Highlight ongoing rail safety improvements within the community.

VCTC staff is supporting Metrolink's efforts to promote Rail Safety Month on Wednesday, September 17<sup>th</sup> at various rail stations. Staff will be providing handouts, giveaways, and promoting messages related to this event along with Rail Safety Month.

VCTC has also renewed its efforts to prepare a rail safety flyer targeted for agricultural operators and farmworkers operating within the Santa Paula Branch Line corridor. Informed by and leveraging resources from Operation Lifesaver, the flyer will be available in English and Spanish and distributed with the assistance of community partners.

#### ***Transportation Emergency Preparedness Plan (TEPP) Update***

The TEPP is a joint plan between VCTC and the Santa Barbara County Association of Governments (SBCAG) was approved in December 2020. Since that time, there are several strategies listed in the TEPP Implementation Plan that have been undertaken including:

- Strengthening relationships with the Ventura County Sheriff's Office of Emergency Services (OES) and among the transit operators
- Additionally, SBCAG and Santa Barbara MTD have joined.
- Participated in table top and training exercises, primarily through TransMAC.
- Through the Sespe Creek bridge replacement become familiar with FEMA disaster reimbursement.
- GCTD has implemented a contingency fleet to support emergencies.
- Currently working on implementing the RRS on all transit operators.

In addition, VCTC successfully applied for a Caltrans Sustainable Transportation Planning Grant to prepare a Multimodal Transportation Network Climate Vulnerability Assessment and Action Plan. To further implement TEPP strategies, the scope of Work includes transportation emergency preparedness planning tools for individuals, families, and caregivers. In partnership with the Ventura County Community Foundation, the project will begin in November 2025.

#### ***Evacuation assistance***

Since the completion of this plan, VCTC has been called on to support law enforcement or other agencies including support during the COVID-19 pandemic, assisting with two train-on-vehicle strikes in Moorpark, helping with evacuations during the Kenneth and Mountain Fires and winter storms in 2023 and providing a shuttle during the Highway 150 road closure. Staff continues to staff the Emergency Operations Center when it is activated and build relationships not only with the OES and transit operators but the other agencies that provide support during an emergency, particularly Mass Care and Shelter.

#### ***TransMAC***

In 2021, VCTC Intercity, Valley Express, Gold Coast Transit District (GCTD) and Thousand Oaks Transit joined the Transit Mutual Aid collective TransMAC. More recently SBCAG, Santa Barbara Metropolitan Transit District (MTD) and Simi Valley Transit have joined.

TransMAC is intended to be a statewide transit mutual aid collective. Participation has historically included southern California but has grown to include Santa Barbara, Kern and Fresno counties. Though this was not formally put into process during the Kenneth Fire since only Ventura County operators responded, it allowed us to coordinate with LA Access and potentially call on them for support and it provided a framework for reimbursement.

TransMAC was also instrumental during the pandemic in providing a forum for transit agencies to share resources and practices. Additionally, it has led trainings and table top exercises which has been invaluable.

#### *Regional Radio Project/Radio Equipment Procurement*

VCTC plays a central role in managing regional transportation services, planning, and emergency response throughout Ventura County, where effective and interoperable communication is critical. To support these responsibilities, the Commission approved an agreement in December 2024 for VCTC to join the RRS, a countywide interoperable network maintained by the County of Ventura. On May 27, 2025, the RRS Oversight Committee formally approved VCTC's participation, allowing VCTC, on behalf of local operators including 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, to fully integrate into the system.

The RRS provides reliable, coordinated radio communication across jurisdictions, supporting both daily operational needs and emergency response. VCTC staff is working with the County and local operators to procure compatible radio equipment that will upgrade outdated and/or incompatible equipment, improve coordination with public safety partners, and enhance resiliency during planned and unplanned events. Together, these efforts strengthen passenger and operator safety, improve system reliability, and demonstrate VCTC's ongoing commitment to its mission which is to create a more connected, resilient, equitable and user-friendly transportation system for Ventura County.

#### **FISCAL IMPACT**

There is no fiscal impact associated with this item.



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Item # 12

September 5, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: VENTURA COUNTY RAIL CORRIDOR UPDATE**

**RECOMMENDATION:**

- Receive and file

**BACKGROUND:**

VCTC is actively advancing multiple rail corridor projects in coordination with the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN), Metrolink, Union Pacific Railroad (UPRR), California Department of Transportation (Caltrans), City of Camarillo and local partners to improve safety, reliability, and operational efficiency along the Ventura County Rail Corridor. Key infrastructure projects include the LOSSAN-managed Leesdale Siding Extension, which will add a 3.4-mile siding to reduce congestion and support future service expansion, and the Metrolink-managed Simi Valley Double Track Project, which adds a second track segment to eliminate bottlenecks and enhance train movements. Both projects include upgrades to signals, drainage, grade crossings, and related infrastructure, and involve careful coordination with UPRR regarding right-of-way (ROW) and freight operations.

VCTC is also improving passenger accessibility and station operations. The Camarillo Station ADA Improvement Project addresses the Department of Justice (DOJ) mandated accessibility requirements and includes upgraded access routes, curb ramps, detectable warnings, and signage, with construction planned to begin in early 2026. In parallel, the Camarillo Train Station Pedestrian Undercrossing Project, managed by the City of Camarillo, will provide an ADA-compliant connection between platforms and parking lots that has a much shorter travel distance than the current bridge.

On the service side, VCTC, the Santa Barbara County Association of Governments (SBCAG), Metrolink, and LOSSAN are collaborating to implement a weekday commute roundtrip between Ventura and Santa Barbara/Goleta, targeting an early 2026 launch. These projects collectively advance VCTC's goals to enhance regional mobility; expand service capacity; improve reliability; and ensure accessible, safe transit for all riders.

## **DISCUSSION:**

### **Corridor Infrastructure and Station Improvements**

#### ***Metrolink Simi Valley Double Track Project***

Metrolink, in coordination with VCTC and UPRR, is advancing the Simi Valley Double Track Project, which will add a new 2.2-mile section of double track at the Simi Valley Station to improve safety, operational flexibility, and train reliability. The Metrolink Simi Valley Double Track Project involves construction of a new second track segment to eliminate existing bottlenecks and improve the efficiency of train movements. The project also includes upgrades to supporting rail infrastructure such as signals, drainage systems, and grade-crossing elements. Key elements include:

- More service: when combined with other Southern California Optimized Rail Expansion (SCORE) projects, this project will enable more frequent service. In the future, this will allow for train service every 30 minutes in each direction.
- Improved service reliability: trains will no longer have to wait for one another to pass, improving on-time performance.
- The new platform access with an underpass crossing will create a more convenient and safer walkway for pedestrians.
- Enhanced safety: improved at-grade crossings will facilitate Quiet Zone ready corridors that will also minimize train horn blowing.

The project is a key component of the long-term strategy to enhance Metrolink and Amtrak Pacific Surfliner service on the Ventura County Line. It also supports future service expansion goals in VCTC's and LOSSAN's corridor planning documents.

To accommodate these improvements, VCTC and Metrolink have recently completed the acquisition of property rights for permanent easements, temporary construction access, and utility relocations. This includes the last parcels that were recently acquired through the eminent domain process. The last remaining item that must be completed before construction can begin is securing UPRR's approval to relocate the fiber infrastructure. This is allowable under the existing grant deed, but UPRR has asked for concessions from both VCTC and the Los Angeles County Metropolitan Transportation Authority (Metro), which has complicated and stalled the process. VCTC is working with Metrolink and Metro to try to move this forward.

#### ***Leesdale Siding Extension and Upgrade Project***

LOSSAN, in partnership with the Caltrans, UPRR, and local agencies, is advancing the Leesdale Siding Extension Project along the LOSSAN Corridor. The project will result in the construction of a new 3.4-mile siding with railroad ROW that will improve operational flexibility for Pacific Surfliner and Metrolink service.

The need for siding/double track extensions between Moorpark and Oxnard was highlighted in the California State Rail Plan in 2013. The existing Leesdale Siding is short (3,330 feet) with non-powered switches, no signalization, and substandard rails, which constrains the capacity on the corridor. In 2021, the LOSSAN Rail Corridor Optimization Study identified infrastructure improvements needed to implement pulse scheduling and service patterns. The Leesdale Siding Extension Project is identified as a near-term project, critical to the improvements in service patterns planned for this portion of the LOSSAN Rail Corridor.

The Leesdale Siding Extension Project is a critical component of the corridor's long-term strategy to increase passenger rail frequencies and reduce delays by allowing trains to pass more efficiently. Key elements include:

- Extension and realignment of the existing siding to create a continuous second track segment.
- Upgrades to track, signals, and related infrastructure for operational efficiency.
- Coordination with UPRR to minimize freight impacts and maximize shared benefits.

- Reduces delays for Amtrak Pacific Surfliner and Metrolink commuter services.
- Improves corridor reliability for freight and passenger operations.
- Supports future service expansion goals outlined in LOSSAN's Strategic Plan.
- Enhances overall safety and efficiency of rail movements in Ventura County.

Environmental review and design are substantially complete, with construction anticipated pending full funding and regulatory approvals. The project is advancing towards 60 percent design for structures and 90 percent design for track and site engineering. LOSSAN is the lead agency for this project and is coordinating with UPRR, Caltrans, Public Utilities Commission, VCTC, County of Ventura, and the City of Oxnard. Design is estimated to be completed in Spring of 2026 with construction commencing in Fall 2026 and completion in Fall 2028 pending stakeholder approvals.

### ***Camarillo Station Americans with Disabilities Act (ADA) Improvement Project***

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

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

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

The project team is wrapping up the 100% design phase and will soon begin procurement for a construction contractor. VCTC is coordinating with stakeholders, including UPRR, LOSSAN, Metrolink, the City of Camarillo, and Caltrans. UPRR has completed its design review, and VCTC expects to receive a Right-of-Entry (ROE) permit in September, which is required to move forward with a request for a funding allocation approval from the California Transportation Commission (CTC). Construction is anticipated to begin in early 2026, with project completion targeted for Spring/Summer 2027, which is after the DOJ deadline. UPRR's review of the plans has been lengthy. VCTC initially expected to receive a draft lease agreement in early July. However, at the time this report was prepared, VCTC had not received the ROE permit. As a result, VCTC has missed multiple CTC deadlines to request funding for project construction. Staff is working with legal counsel to address this issue with the USAO.

### ***Camarillo Train Station Pedestrian Undercrossing***

The City of Camarillo, in partnership with VCTC, LOSSAN, and UPRR, is moving forward with the design of the Camarillo Train Station Pedestrian Undercrossing. project proposes to construct an ADA compliant pedestrian undercrossing at the Camarillo Train Station. The undercrossing would be constructed beneath the two existing railroad tracks, providing additional pedestrian access to the station platforms and associated parking areas.

The existing railroad tracks are owned by UPRR and are utilized by the Pacific Surfliner, Metrolink, and Amtrak. The station parking lot is owned by VCTC and is separated by the train tracks into eastern and western sides.

In the current configuration, access to trains on the western track is provided by the western parking lot, and access to trains on the eastern track is provided by the eastern parking lot. The existing Caltrans pedestrian overpass that was originally constructed to support pedestrian

usage from the adjacent roadways was not intended to support the station parking lot or train access. The Caltrans pedestrian overpass is not ADA-compliant, so the station lacks legal and ADA-compliant access between the platforms and between the eastern and western parking lots.

Both sides of the proposed undercrossing would be accessible by stairs and ADA-compliant ramps. The project is intended to create a more direct, convenient, and accessible path to access the platforms on either side of the tracks from both the eastern and western parking lots.

The design process evaluated but dismissed alternative options such as an overcrossing, elevator, and at-grade alternatives due to cost, maintenance, and regulatory challenges. The current design incorporates ADA ramps, stairs, lighting, security enhancements, and aesthetic treatments consistent with the existing station. A draft maintenance agreement with VCTC is under review.

A CTC approved extension allows the City of Camarillo until June 30, 2026, to complete final design and be ready for construction bidding in Fiscal Year 2028-29 (estimate) depending on approvals from external stakeholders.

### **Service Updates**

#### ***Santa Barbara Service***

Historically, the Ventura-Santa Barbara rail corridor has been served by the Amtrak Pacific Surfliner, with limited capacity for additional commuter services. LOSSAN began operating an early morning train in 2018 (funded by SBCAG's Measure A funds) but it was cut in 2020 due to impacts of the COVID-19 pandemic. When service was restored, the train operated at a later schedule.

In response to growing demand for intercounty transit options, VCTC and SBCAG initiated discussions with LOSSAN to explore the feasibility of implementing one morning weekday roundtrip train between Moorpark and Santa Barbara/Goleta. LOSSAN is unable to operate the proposed early morning service due to a lack of available equipment. At LOSSAN's direction, VCTC, SBCAG, and Metrolink began meeting in March 2023 and 2024 to develop a proposed operational framework for the initial service plan for morning service between Moorpark and Santa Barbara/Goleta. This is possible with a temporary transfer of a roundtrip operating slot from LOSSAN to Metrolink authorized on UPRR tracks.

In January 2025, SBCAG approved a multi-party startup funding agreement between VCTC, SBCAG and Metrolink. Under the agreement, SBCAG and VCTC provide funding to Metrolink for tasks related to the implementation of the service, including developing a service plan, training crews, mobilizing and preparing equipment, and negotiating agreements with LOSSAN and UPRR. Metrolink has entered into negotiations with LOSSAN to implement additional service.

LOSSAN is working with UPRR on the right to utilize LOSSAN's available track access (i.e., a roundtrip "slot") on UPRR ROW between LA Union Station and Santa Barbara/Goleta to operate the peak period service on UPRR tracks between Ventura (Moorpark Station) and Santa Barbara (Carpinteria, Santa Barbara and Goleta stations) counties. Staff have been working diligently and hoped to launch service in Fall 2025. UPRR approval is taking longer than LOSSAN had anticipated. In addition, UPRR is directing resources to the railroad's merger with Norfolk Southern, thus adding to the delay. The service is expected to begin in early 2026.

The proposed Metrolink commuter rail service between Ventura and Santa Barbara counties represents a significant step toward enhancing regional mobility, reducing traffic congestion, and promoting sustainable transportation options. Through continued collaboration among VCTC, SBCAG, Metrolink, and LOSSAN, this initiative aims to meet the evolving transportation needs of the communities in both counties.

### **FISCAL IMPACT**

There is no fiscal impact associated with this item.