



**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, OCTOBER 3, 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 SEPTEMBER 5, 2025, MEETING-PG.5\*\*](#)  
**Recommendation:**
  - Approve the summary minutes of September 5, 2025.**Responsible Staff:** Roxanna Ibarra, Clerk of the Board
- 9B. [\*\*MONTHLY BUDGET REPORT-PG.11\*\*](#)  
**Recommendation:**
  - Receive and file.**Responsible Staff:** Lupe Acero, Finance Director
- 9C. [\*\*VCTC FIRST AMENDMENT TO OFFICE LEASE AT 751 DAILY DRIVE, CAMARILLO-PG.13\*\*](#)  
**Recommendation:**
  - Approving the First Amendment to extend the Office Lease at 751 Daily Drive, Camarillo, extending the lease term for a period of sixty-two months, commencing on January 19, 2026.
  - Authorize the Executive Director to execute the First Amendment to Office Lease at 751 Daily Drive, Camarillo, CA.**Responsible Staff:** Lupe Acero, Finance Director and Martin Erickson, Executive Director
- 9D. [\*\*ENTERPRISE RESOURCE SYSTEM \(ERP\) ASSESSMENT-PG.17\*\*](#)  
**Recommendation:**
  - Authorize the Executive Director to enter into a professional services agreement to provide an assessment for an Enterprise Resource System (ERP).**Responsible Staff:** Lupe Acero, Finance Director and Martin Erickson, Executive Director
- 9E. [\*\*SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR SEPTEMBER 2025-PG.19\*\*](#)  
**Recommendation:**
  - Receive and file a report on Santa Paula Branch Line updates for the month September 2025.**Responsible Staff:** Amanda Fagan, Director of Planning & Sustainability
- 9F. [\*\*CAMARILLO METROLINK STATION AMERICANS WITH DISABILITIES ACT \(ADA\) IMPROVEMENTS PROJECT INVITATION FOR BIDS \(IFB\) RELEASE AUTHORIZATION- PG.23\*\*](#)  
**Recommendation:**
  - Authorize Executive Director to finalize and release an Invitation for Bids (IFB) for Construction Services for the Camarillo Metrolink Station Americans with Disabilities Act (ADA) Improvements Project.
  - Authorize Executive Director to request approval from the California Transportation Commission (CTC) of a Letter of No Prejudice (LONP) to allow the Camarillo Metrolink Station ADA Improvements Project to proceed prior to allocation by the CTC.**Responsible Staff:** Aubrey Smith, Program Manager, Regional Transit Planning & Claire Grasty, Director of Public Transit

**9G. [UPDATE ON COASTAL EXPRESS SERVICE CHANGES- PG.27](#)**

**Recommendation:**

- *Receive and file.*

**Responsible Staff:** Matt Miller, Program Manager, Transit Services & Claire Grasty, Director of Public Transit

**9H. [TRANSIT INTEGRATION AND EFFICIENCY STUDY \(TIES\) UPDATE-PG.33](#)**

**Recommendation:**

- *Receive and file update on the Transit Integration and Efficiency Study (TIES)*

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

**9I. [CONTRACT AMENDMENT WITH MMO PARTNERS-PG.39](#)**

**Recommendation:**

- *Approve Contract Amendment #1 with CPS HR Consulting increasing the contract amount by \$49,000 (for a total of \$98,000) and authorize the Executive Director to execute the contract amendment.*

**Responsible Staff:** Martin Erickson, Executive Director

**9J. [RESOLUTION TO ACCEPT SENATE BILL 1 FUNDING FOR THE FREEWAY SERVICE PATROL \(FSP\) PROGRAM-PG.43](#)**

**Recommendation:**

- *Adopt Resolution No. 2025-10 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-26SB1-6155(135) with Caltrans to Accept Senate Bill 1 Funding Allocation for Freeway Service Patrol Operations.*

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

**DISCUSSION CALENDAR:**

**10. [METROLINK UPDATE-PG.47](#)**

**Recommendation:**

- *Receive and file presentation.*

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

**11. [ADVANCED AIR MOBILITY INNOVATION CENTER AND CAMARILLO/OXNARD AIRPORTS PART 150 STUDIES UPDATE-PG.49](#)**

**Recommendation:**

- *Receive and file an update from the County of Ventura Department on the Advanced Air Mobility Innovation Center and Part 150 Studies for the Camarillo and Oxnard Airports.*

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

**12. [LEGISLATIVE UPDATE-PG.51](#)**

**Recommendation:**

- *Receive and file.*

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

**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, NOVEMBER 7, 2025,** at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



Item #9A

October 3, 2025

**MEETING MINUTES OF SEPTEMBER 5, 2025, REGULAR VCTC COMMISSION MEETING AT 9:00 A.M.**

**CALL TO ORDER:**

Chair Judge called the regular meeting of the Ventura County Transportation Commission to order at 9:00 a.m. at the City of Camarillo Council Chambers, 601 Carmen Drive, Camarillo, CA 93010.

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

**ROLL CALL/MEMBERS PRESENT:**

Mike Judge, City of Simi Valley  
Marth McQueen-Legohn, City of Port Hueneme  
Dani Anderson, Citizen Rep., Cities  
Carrie Broggie, City of Fillmore  
Jenny Crosswhite, City of Santa Paula  
Chris Enegren, City of Moorpark  
Bob Engler, City of Thousand Oaks  
Doug Halter, City of Ventura  
Rachel Lang, City of Ojai  
Matt LaVere, County of Ventura  
Luis McArthur, City of Oxnard  
Kelly Long, County of Ventura  
Vianey Lopez, County of Ventura  
Janice Parvin, County of Ventura  
Tony Trembley, City of Camarillo  
Jim White, Citizen Rep., County  
Gloria Roberts, District 7 Caltrans District Director

**ABSENT:**

Jeff Gorell, County of Ventura  
Tony Trembley, City of Camarillo

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

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

**6. COMMISSIONER REPORTS –**

Commissioner Long thanked Caltrans for maintaining the lane delineators at Mesa School, noting the successful collaboration with CHP. She expressed concern about the recent increase in fatalities, accidents, and DUIs along the SR-126 and proposed a joint meeting with local cities, Caltrans, and CHP to develop safety strategies. Commissioner Roberts reported and announced a September 10 meeting was already scheduled to discuss SR-126 safety improvements with Santa Paula, Fillmore, VCTC, CHP, SCAG and Caltrans. Commissioner Long requested that the community of Piru also be invited to be part of the discussion on September 10.

## 7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following items:

- Introduced VCTC's newest staff member, Vanessa Schoenewald, new Director of Programming. Schoenewald will oversee VCTC's Programming Department, which is responsible for planning, administering and directing VCTC's transportation program funds, including grant funding for multiple transportation programs and related government operations. She joins VCTC from the San Bernardino County Transportation Authority (SBCTA), where she served as chief of fund administration since 2023. Before that she spent more than 15 years in progressively responsible management analyst roles at SBCTA and the City of Riverside.
- Introduced and welcomed two new Interns to the VCTC team. Yuniza Limeta serves as the new Planning & Sustainability Intern. A recent graduate of Dartmouth University, Yuniza studied Geography and Human Centered Design and is an avid transit rider. Hayden Balsys serves as the Transit Intern. A recent graduate of UC Davis, Hayden studied Computer Science and is currently working on a master's degree in urban informatics.
- VCTC is partnering with Metrolink to perform outreach at three rail stations along the Ventura County Line (Oxnard, Camarillo, and Simi Valley) on Wednesday, September 17<sup>th</sup> for Rail Safety Month. The purpose of Rail Safety Month is to raise public awareness about safe behaviors around trains, tracks, and crossings.
- On August 21, the U.S. Army Corps of Engineers authorized a Regional General Permit #63 for repair of the Sespe Creek Overflow railroad bridge near Fillmore. On-site construction began September 3.
- Announced the Second Annual Government and Disability Summit will take place from September 23-26 in Ventura.

## 8. ADDITIONS/REVISIONS –

Executive Director Erickson noted two minor corrections in the consent calendar:

- On the website attachment 9M's title should read "Adoption of Resolution Authorizing the Executive Director to Execute Right-of-Way Certifications."
- Staff report 9L incorrectly listed the meeting date as September 6 instead of September 5.

## 9. CONSENT CALENDAR

Commissioner Long moved to approve consent calendar item 9A through 9R. The motion was seconded by Commissioner Engler and passed unanimously.

Commissioner Crosswhite pulled the following items for further discussion: Item 9D Request for Proposals for Freeway Service Patrol Tow Contractor For Patrol Beats 1-5, Item 9E. Bus and Rail Ridership and Performance Measures Report-4<sup>th</sup> Quarter-Fiscal Year 2025 and Item 9F. Contract Award of Contactless Credit & Debit Card Transit Fare Payment System for Countywide Operators.

### 9A. APPROVE MINUTES OF JULY 11, 2025, MEETING

#### Recommended Action:

- Approve the summary minutes of July 11, 2025.

### 9B. MONTHLY BUDGET REPORT

#### Recommended Action:

- Receive and file the monthly budget report.

### 9C. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JULY AND AUGUST 2025

#### Recommended Action:

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

### 9D. REQUEST FOR PROPOSALS FOR FREEWAY SERVICE PATROL TOW CONTRACTOR FOR PATROL BEATS

#### Recommendation:

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

**9E. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT- 4<sup>TH</sup> QUARTER- FISCAL YEAR 2025**

**Recommended Action:**

- Receive and file.

**9F. CONTRACT AWARD OF CONTACTLESS CREDIT & DEBIT CARD TRANSIT FARE PAYMENT SYSTEM FOR COUNTYWIDE OPERATORS**

**Recommended Action:**

- 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.

**9G. AMENDMENT NO. 2 TO SANTA PAULA BRANCH LINE TEMPORARY EMERGENCY CROSSING AGREEMENT / LICENSE FOR THE EAST AREA ONE PROJECT**

**Recommended Action:**

- 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.

**9H. RADIO EQUIPMENT PURCHASE AND INSTALLATION SERVICES**

**Recommended Action:**

- 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.

**9I. APPROVAL OF REQUEST FOR PROPOSALS FOR STATE REQUIRED TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA CLAIMANTS FY2023-2025**

**Recommended Action:**

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

**9J. LEGISLATIVE UPDATE**

**Recommended Action:**

- Receive and file.

**9K. ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT (TDA) FISCAL YEAR (FY) 2025/2026 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".

**9L. RESOLUTION APPROVING VENTURA COUNTY'S FISCAL YEAR (FY) 2025-2026 STATE OF GOOD REPAIR PROJECT LIST**

**Recommended Action:**

- 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.

**9M. ADOPTION OF RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE RIGHT-OF-WAY CERTIFICATIONS**

**Recommended Action:**

- 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.

**9N. FY2025-2034 VENTURA COUNTY SHORT RANGE TRANSIT PLAN UPDATE**

**Recommended Action:**

- Receive and file.

**9O. AUTHORIZATION TO PURCHASE VCTC INTERCITY BUS REPLACEMENTS**

**Recommended Action:**

- 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

**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**

**Recommended Action:**

- 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.

**9Q. AUTHORIZATION TO PURCHASE REPLACEMENT SYNCROMATICS EQUIPMENT FOR GOLD COAST TRANSIT DISTRICT NEW REPLACEMENT BUSES**

**Recommended Action:**

- 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.

**9R. AUTHORIZATION FOR DESTRUCTION OF RECORDS**

**Recommended Action:**

- Approve the destruction of itemized records.

**DISCUSSION CALENDAR:**

**10. VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN AMENDMENT**

**Recommended Action:**

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

Caitlin Brooks, Program Manager, Transportation Planning, gave a presentation on item 10. Ventura County Comprehensive Transportation Plan Amendment.

Commissioner McQueen-Legohn moved to approve item 10 Ventura County Comprehensive Transportation Plan Amendment. The motion was seconded by Commissioner Parvin and passed unanimously.

**11. TRANSPORTATION EMERGENCY PREPAREDNESS PLAN AND RAIL SAFETY UPDATE**

**Recommended Action:**

- Receive and file.



Claire Grasty, Transit Director gave a presentation to the commission on the Transportation Emergency Preparedness Plan and Rail Safety Update. The commission received and filed the Transportation Emergency Preparedness Plan and Rail Safety Update.

## **12. VENTURA COUNTY RAIL CORRIDOR UPDATE**

### **Recommended Action:**

- Receive and file.

Claire Grasty, Transit Director, gave a presentation update on the Ventura County Rail Corridor. The commission received and filed the Ventura County Rail Corridor update.

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

## **14. AGENCY REPORTS:**

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

Primary: Chair Mike Judge

Chair Judge reported SCAG had their transportation committee meeting on September 4, 2025. The committee approved two action items. The first item was future agenda items and how SCAG gets things done regarding transportation, the second item was planning for main streets which is a regionwide SCAG project. During the Regional Committee they had extensive discussion regarding the LA28 Olympics and the Metrolink grant award.

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

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Engler reported approval of the Simi Valley Double Track acquisition.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner Enegren attended the LOSSAN meeting and reported that during the meeting LOSSAN received and filed a report on efforts to address the erosion in San Clemente. He reported that a 1,400-foot-catchment wall is being built, which will protect the bluff from eroding and prevent mudslides from impacting the tracks. He stated the design is being finalized and the construction will take about a year.

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

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

No report.

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

Primary: Commissioner Jenny Crosswhite

Commissioner Crosswhite shared with the commission that CALCOG has a webpage on their website [www.calcog.org/hip](http://www.calcog.org/hip) that has housing implementation policy samples and ideas along with information. Commissioner Crosswhite stated that if any cities are interested in housing related policies, this website already has some categories of information and more information to come regarding housing implementation policy. Commissioner Crosswhite stated that during the CALCOG meeting there was discussion of air conformity being revoked in California as we don't know what the impact on this will be just yet. She also reported that CALCOG received a grant for Transportation Pricing Analysis Planning Outreach. Commissioner Crosswhite stated they had a legislative advocacy update in which there was discussion on the cap and trade and housing bond, she stated that if one moves forward, it would most likely be the cap-and-trade which is being called cap-and-investment, she said the housing bond would most likely not move forward.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White reported deployment of a new electric vehicle which was sent to Ventura Housing Authority.

**15. ADJOURNMENT**

The meeting adjourned at 10:29 a.m. to the next regular meeting on Friday, OCTOBER 3, 2025, at 9:00 a.m., City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



**Item #9B**

**October 3, 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, August and September 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

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: VCTC FIRST AMENDMENT TO OFFICE LEASE AT 751 DAILY DRIVE, CAMARILLO**

**RECOMMENDATION:**

- Approve the First Amendment to extend the Office Lease at 751 Daily Drive, Camarillo, extending the lease term for a period of sixty-two months, commencing on January 19, 2026.
- Authorize the Executive Director to execute the First Amendment to Office Lease at 751 Daily Drive, Camarillo, CA.

**BACKGROUND:**

On March 24, 2020, the Commission entered into the lease for approximately 6,514 square feet of office space at 751 East Daily Drive in Camarillo, California. The lease is scheduled to expire on January 18, 2026. The Commission has an option to extend the term of the lease for five years (62 months), commencing on January 19, 2026 and expiring on March 31, 2031. Staff has negotiated favorable lease terms with real estate broker Tom Dwyer with CBRE. The proposed lease extension includes the following:

1. Eliminates the monthly operating common area maintenance costs (CAM), currently averaging \$976.70 per month.
2. Landlord will provide a rent credit to VCTC for the CAM expenses paid in 2025 estimated at \$11,720.40.
3. Landlord will credit VCTC with three months of Rent for the months of March, April, and May 2026 in the amount of \$15,307.90 per month or a total credit of \$45,923.70.

Staff recommend executing the lease extension. The effective cost per square foot for the term of the lease is 2.41, which is within the average for similar office space in the area and lower than the current effective rate of 2.72. The lease extension agreement has been reviewed and approved by VCTC Legal Counsel

**FISCAL IMPACT:**

Sufficient funds are included in the FY 2025-26 Budget for the office lease.

**ATTACHMENTS:**

**ATTACHMENT A – FIRST AMENDMENT TO OFFICE LEASE**

**ATTACHMENT B – ORIGINAL LEASE AGREEMENT**

## **FIRST AMENDMENT TO OFFICE LEASE**

This First Amendment to Office Lease (“Amendment”) is made and entered into as of \_\_\_\_\_, 2025, by and between 751 DAILY, L.P., a Delaware limited partnership (“Landlord”), and VENTURA COUNTY TRANSPORTATION COMMISSION, a California public entity (“Tenant”).

### **RECITALS**

Landlord and Tenant are parties to that certain Office Lease dated March 24, 2020 (the “Lease”), pursuant to which Tenant leases approximately 6,514 rentable square feet of office space known as Suite 420, (the “Premises”) in the building located at 751 E. Daily Drive, Camarillo, California (the “Building”).

The Lease is scheduled to expire on January 18, 2026 (the “Existing Expiration Date”).

Landlord and Tenant now desire to extend the Term and amend certain provisions of the Lease as more particularly set forth herein.

**NOW, THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. **TERM EXTENSION** The Term of the Lease specified in Section 1.3 of the Lease is hereby extended for a period of sixty-two (62) months, commencing on January 19, 2026, and expiring on March 31, 2031 (the “Extended Term”).

2. **BASE RENT** Effective as of the commencement of the Extended Term, the Base Rent specified in Section 1.5 shall be adjusted and Tenant shall pay Base Rent as follows during the Extended Term:

Lease Period	Monthly Base Rent
1/19/2026 – 1/31/2027	\$15,307.90*
2/1/2027 – 1/31/2028	\$15,920.22
2/1/2028 – 1/31/2029	\$16,557.02
2/1/2029 – 1/31/2030	\$17,219.31
2/1/2030 – 1/31/2031	\$17,908.08
2/1/2031 – 3/31/2031	\$18,624.40

\*For the period beginning January 19, 2026 to January 31, 2026, Tenant shall pay

Monthly Base Rent in the amount of \$6,419.44.

Tenant shall be credited with the payment of Monthly Base Rent payable with respect to the Premises for the months of March, April and May, 2026 in the amount of \$15,307.90 per month for a total Monthly Base Rent credit equal to \$45,923.70.

3. **OPERATING EXPENSES** Upon full execution of this Amendment:

- a. No Operating Expense pass-throughs. Tenant shall not be charged Operating Expenses, Real Property Taxes, or Capital Expenses for the Premises during the Extended Term or any Renewal Option. Paragraphs 1.6, 1.9, 2.3 (b), 4.2, 4.4, and Exhibit E of the Lease is hereby deleted in its entirety.
- b. 2025 CAM reimbursement: Tenant paid CAM estimates in 2025 totaling \$976.70 per month. Landlord shall credit Tenant's December 2025 Base Rent \$ 976.70 per month for all months paid by Tenant to Landlord in 2025 (total credit on December 2025 Base Rent of \$11,720.40). No further CAM credit is due once the credit is fully applied.
- c. Window washing: Landlord shall clean the exterior windows of the Premises not less than two (2) times per calendar year. Landlord shall adhere to Exhibit G Janitorial Services.
- d. Nothing in this Section 3 is intended to alter or modify Tenant's obligations pursuant to Section 7.1 of the Lease. .

4. **CONDITION OF PREMISES** Tenant accepts the Premises in its as-is condition. Landlord shall, at its sole cost and outside business hours, perform cosmetic touch-up painting and steam clean all carpets prior to the Existing Expiration Date. Landlord shall be responsible for temporarily relocating Tenant's FF&E to complete such work.

5. **RENEWAL OPTION** Tenant shall have one (1) option to renew the Lease for an additional period of five (5) years. The option must be exercised in writing at least nine (9) months prior to the expiration of the Extended Term. Tenant must not be in Default either at the time of exercise or at the commencement of the renewal term.

6. **SECURITY DEPOSIT** The current Security Deposit shall remain in place.

7. **BROKERAGE** Landlord shall pay to CBRE, Inc. (Tom Dwyer), as representative of Tenant, a commission of 4% of the Base Rent for the first five (5) years of the Extended Term and 2% for the remainder. No commission is due for the period of time between the execution of this First Amendment and January 18, 2026. The full commission shall be paid by Landlord upon execution of this First Amendment.

8. **MISCELLANEOUS** This First Amendment and the Lease contain the entire agreement of the parties and supersede all prior discussions or writings with respect to the

subject matter. Except as expressly modified herein, all other terms and provisions of the Lease shall remain in full force and effect.

This Amendment shall be binding once executed by both parties.

**IN WITNESS WHEREOF**, the parties have executed this First Amendment as of the date first written above.

LANDLORD

751 DAILY, L.P., a Delaware limited partnership

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

Name: Robert Korda

Title: Manager

TENANT

VENTURA COUNTY TRANSPORTATION COMMISSION

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

Name: Martin R. Erickson

Title: Executive Director





Item # 9D

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: LUPE ACERO, FINANCE DIRECTOR**  
**MARTIN ERICKSON, EXECUTIVE DIRECTOR**  
**SUBJECT: ENTERPRISE RESOURCE SYSTEM (ERP) ASSESSMENT**

**RECOMMENDATION:**

- Authorize the Executive Director to enter into a professional services agreement to provide an assessment for an Enterprise Resource System (ERP).

**BACKGROUND:**

VCTC currently utilizes a financial reporting system known as Sage 50, which provides critical financial data and payroll functions. However, the Sage 50 system is over 15 years old, lacks key features, functions and reporting capabilities, and requires staff to maintain standalone worksheets. Staff recommend that VCTC procure and implement a robust and contemporary Enterprise Resource Planning (ERP) System to replace the existing Sage 50 financial reporting system. VCTC staff recognizes the legacy system will eventually become dormant and will not be able to support VCTC's needs and workflows. A new ERP system is critical to advancing new and innovative initiatives. As an example, the new comprehensive ERP system will automate labor-intensive budgeting and forecasting activities, allowing the ability to quickly produce accurate budgets and forecasts with less time spent on manual data consolidations. Additionally, ERP systems offer real-time reporting capabilities and analytical tools that can provide insights into performance metrics. Ultimately, a more robust ERP system will enable VCTC to improve services by improving operational efficiency while ensuring regulatory compliance.

Investing in a new ERP platform is a major undertaking and a comprehensive ERP assessment is highly recommended. The ERP assessment is designed to pinpoint existing strengths, weaknesses and opportunities for enhancement with the ERP framework. After the ERP assessment is complete, staff will be better able to identify the best system to streamline operations, enhance productivity and support both short- and long-term growth. In addition, staff will have an outline of the new system requirements to include in the Request for Proposal (RFP). Staff will return to the Commission with the proposed RFP and estimated costs after the ERP assessment is complete, which staff estimates will take four months to complete. The estimated cost to complete the assessment are \$45,000.00 and are part of the Indirect Cost Allocation (ICAP). Sufficient funds are available in the Fiscal Year 2025-26 budget.

**FISCAL IMPACT:**

No fiscal impact. Sufficient funds are available in the Fiscal Year 2025-26 in Indirect Cost Allocation (ICAP).



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Item #9E

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR SEPTEMBER 2025**

**RECOMMENDATION:**

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

**BACKGROUND:**

In December 2021, VCTC executed a Railroad Lease and Operations Agreement (Agreement) with Sierra Northern Railway (SNR) for a 35-year term. Under the Agreement, SNR is responsible to operate and maintain the full SPBL right-of-way as of January 1, 2022. The Agreement defines roles and responsibilities and grants Sierra Northern the exclusive rights to operate the SPBL for Railroad Purposes, including tourist and freight services, film and television production, and storage and transload services.

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

- A8. Update the Santa Paula Branch Line (SPBL) trail master plan, validate trail alignment, connections, and amenities, and update existing conditions to facilitate trail completion, with stakeholder engagement.
- B21. Partner with Sierra Northern Railway, corridor cities and the County to operate, maintain, and improve the Santa Paula Branch Line railroad and right-of-way corridor as a countywide community asset, ensuring outreach to stakeholders in the process.
- B22. Continue to address encroachment into the Santa Paula Branch Line right-of-way through leasing activities to ensure safety of operations and protection of the asset and infrastructure.

At the request of the Commission, VCTC staff initiated regular updates on SPBL-related activities. Verbal and written updates on SPBL operations have been provided since June 2023. The following report includes updates for the month of September 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>.
- *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 September. The second Citizens Advisory Committee was held on September 9. VCTC convened the fifth Project Development Team meeting on September 25. The first five of 30 planned one-on-one meetings were held with stakeholders during the month of September.
    - The SPBL Trail Master Plan Update team participated 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. 20 – Viva Piru Festival
      - The team will also attend the Saticoy Farmers Market on Sunday, October 5.
    - The second public workshop will be held on October 7 from 6:00-8:00PM in Santa Paula at the Agriculture Museum.
    - 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 collects feedback on alignments, key destinations, amenities and other features and will be available through mid-October. The survey is available online via the project website and at: [Santa Paula Branch Line Trail Master Plan Update](#).
    - 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). As of September 23, the Category B project is in "Pending Award" status, and the Category C project is in "Pending Large Project Review" status. 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 began on September 3 and continued throughout the month of September with installation of the water diversion and implementation of the fish protection plan. The permitted end date for in-water work in accordance with the RGP-63 is November 30. However, a delay in the approval of the RGP-63 and a longer than anticipated period to install the water diversion resulted in a Notice of Possible Delay from the contractor. VCTC approved a 41-day extension to the contract end date to account for the permitting delay, extending project completion to February 10, 2026. Need for potential extension of the RGP-63 in-water work window is under consideration, along with workplan and contractual options to accelerate completion of bridge repairs. The FEMA Activity Completion Deadline is October 13, 2025. With the delay in approval of regulatory permits, VCTC will submit an extension request 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 by the end of the calendar year, 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.
  - 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 upon completion of bridge repairs.



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Item #9F

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: CAMARILLO METROLINK STATION AMERICANS WITH DISABILITIES ACT (ADA)  
IMPROVEMENTS PROJECT INVITATION FOR BIDS (IFB) RELEASE  
AUTHORIZATION**

**RECOMMENDATION:**

- Authorize Executive Director to finalize and release an Invitation for Bids (IFB) for Construction Services for the Camarillo Metrolink Station Americans with Disabilities Act (ADA) Improvements Project.
- Authorize Executive Director to request approval from the California Transportation Commission (CTC) of a Letter of No Prejudice (LONP) to allow the Camarillo Metrolink Station ADA Improvements Project to proceed prior to allocation by the CTC.

**BACKGROUND:**

In May 2018, the United States Attorney's Office for the Central District of California ("USAO") conducted an ADA compliance review at the Camarillo Station. The ADA requires that all existing intercity rail stations be accessible 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 the Camarillo station, owned by VCTC, was not in compliance with ADA requirements.

In 2021, VCTC entered into an agreement with the DOJ to make the following improvements at the Camarillo Station by a deadline of March 15, 2027:

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

As the first step in this effort, VCTC hired an Independent Licensed Architect (ILA) to assess ADA compliance at the Camarillo Transit Station. The ILA's report identified necessary improvements that VCTC needs to implement to be compliant with the ADA.

On April 7, 2023, VCTC executed an agreement with RailPros, Inc. to prepare design plans that address the non-compliant items at the station. The design phase of this project included:

1. Using the ILA's report to identify the deficiencies that must be corrected and identify additional items that go beyond minimum federal requirements;
2. Preparing plans that include each required action with details sufficient to allow contractors to prepare bids based on them;
3. Prepare documents that VCTC can use to solicit construction bids.

The Consultant has prepared design plans that address all deficiencies identified in the ILA report and complies with jurisdictional standards pertaining to accessibility-related provisions of these codes and standards. These include but are not limited to: federal Section 504/ADA, California Building Code, VCTC, City of Camarillo, Southern California Regional Railroad Authority (SCRRA/Metrolink), and UPRR. Since UPRR owns the railroad right-of-way (ROW), to the extent not already authorized by existing agreements, permits and other related permissions must be obtained to access UPRR property and construct improvements within UPRR ROW (i.e. station platforms and portions of the east and west parking lots). Staff have completed the final phases of project design, obtained approval from all stakeholders and recently received a draft lease agreement from UPRR for the portion of the project area where VCTC does not currently hold easements, lease agreements, or land ownership.

On June 6, 2025, the Commission approved a contract for Construction Management Services (CMS) with Jacobs Project Management Company to support VCTC staff in managing the Project, including pre-construction, construction oversight, and project close-out services.

## **DISCUSSION:**

### ***Scope of Work Overview:***

The scope of work for the construction contractor includes the implementation of ADA improvements at the Camarillo Station. Key elements of the project will include upgrades to station pathways, boarding areas, ramps, and other infrastructure to ensure accessibility for all passengers. The contractor will also be responsible for coordinating work to minimize impacts to bus and train operations and public use of the station during construction. In addition, the scope requires compliance with all applicable state and federal accessibility standards, safety regulations, and quality assurance measures. These improvements are intended to enhance station accessibility, safety, and overall rider experience for passengers with disabilities and the general public.

### ***Procurement Approach, Budget, and Funding:***

Pursuant to VCTC's Adopted Procurement Policies (Section III.C – Sealed Bids), VCTC will issue an IFB in which publicly solicited bids will be awarded as a firm-fixed-price contract to the responsible bidder whose bid, conforming with all the material terms and conditions of the invitation for bids, is the lowest in price. Based on site conditions, design process results, and current market conditions, the construction cost estimate is approximately \$2.5 million. With factors for inflation and contingency, the total cost is estimated not-to-exceed \$3.1 million.

The approved Fiscal Year 2025/2026 Metrolink Budget, Station Rehabilitation Line Item, includes sufficient funding for the work anticipated to occur within the current fiscal year with the planned carry-over into Fiscal Year 2026/2027 due to the projected construction schedule. The Fiscal Year 2025/2026 Program Budget includes funding for the project from the Federal Transit Administration (FTA) State of Good Repair Funds – 5337 Program and California Transportation Commission (CTC) Solutions for Congested Corridors Program (SCCP). The 5337 Program funding has not been yet approved or received due to federal grant processing timelines.



Additionally, due to delays in receiving and executing a lease agreement with UPRR, which is a requirement of an SCCP allocation request, VCTC staff cannot seek approval from the CTC for funding allocation at this time. To avoid further project delays, staff are exploring alternative approaches to advance project delivery.

### ***Project Delivery***

Staff intend to issue the IFB prior to receiving CTC allocation approval. While easements, leases, and Right-of-Entry permits must be secured before obtaining ROW certification from the California Department of Transportation (Caltrans) and submitting a funding allocation request to CTC, typically due eight weeks prior to the target CTC meeting, these steps are not required before issuing the IFB. Issuing the IFB in advance would provide VCTC with greater flexibility and efficiency in the contract award process given CTC agenda timelines.

In a parallel effort, staff is requesting that the Commission authorize the Executive Director to seek approval of a Letter of No Prejudice (LONP) from the CTC. An approved LONP allows an agency to advance a project using its own funds for any project component prior to allocation, with reimbursement permitted once the SCCP allocation is formally approved. LONP requirements include a formal request letter, identification of the funding source, a project expenditure schedule, and environmental clearance documentation. Staff propose to initiate the project using VCTC's existing share of State Transit Assistance (STA) funds, with an estimated \$225,000 for initial construction activities.

If the LONP is not approved, issuing the IFB prior to or during the funding allocation review still allows the project to progress on an expedited timeline. In this scenario, VCTC could award the contract immediately after CTC allocation approval.

Contract award remains contingent on approval of funding allocation or LONP from the CTC. This approach ensures critical project milestones proceed without jeopardizing the DOJ-mandated completion deadline of March 15, 2027. Utilizing the LONP process further mitigates risks associated with third-party negotiations while maintaining project momentum.

### ***Environmental Review and Permitting:***

VCTC recorded a California Environmental Quality Act (CEQA) Notice of Exemption (NOE) and a National Environmental Policy Act (NEPA) Categorical Exclusion (CE) on November 21, 2023. The 35-day statute of limitations to challenge VCTC's determination that the project is exempt from CEQA expired on December 14, 2023, with no challenges were filed or received.

The project requires, and VCTC has submitted documentation to the following entities for the following permits:

- Encroachment Permit – California Department of Transportation (Caltrans)

VCTC has been advised by the City of Camarillo that the project is exempted within the (Municipal Separate Storm Sewer System (MS4) permit since the project is strictly for ADA improvements.

### ***Schedule:***

The projected procurement and construction schedule is as follows:

DATE	ACTIVITY
October 3, 2025	IFB Release
October 8, 2025	Pre-Bid Conference (VCTC Office) & On-Site Job Walk (Camarillo Station)

October 22, 2025	Questions & Requests for Clarification or Approved Equals
November 5, 2025	Responses Due
November 19, 2025	Bids Due
December 4-5, 2025	CTC consideration of appropriate request (LONP or allocation)
January 9, 2026	Commission Consideration of Contract Award
January 16, 2025	Notice to Proceed

Dates are subject to change based on Commission direction, procurement results, and regulatory permitting. Contract award is contingent upon approval by the CTC of the SCCP allocation request or the LONP. Staff anticipate that the CTC will consider the allocation request or LONP (whichever is appropriate at that time) at its December 2025 meeting. Staff will proceed with the public release of the IFB in accordance with VCTC procurement policies and procedures.

**FISCAL IMPACT:**

There is no fiscal impact associated with the approval to release the IFB. Staff will return to the Commission to seek separate approval for the award of a construction contract, contingent upon approval of funding allocation or LONP by the CTC. The utilization of State Transit Assistance (STA) funds in the amount of \$225,000 may be necessary for cash flow to begin the project.

**ATTACHMENTS:**

Attachment A – Draft Invitation for Bids (IFB) Package



**Item #9G**

**October 3, 2025**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: UPDATE ON COASTAL EXPRESS SERVICE CHANGES**

**RECOMMENDATION:**

- Receive and File

**BACKGROUND**

The Coastal Express Service is funded through a partnership agreement between VCTC and Santa Barbara County Association of Governments (SBCAG). Its primary goal is to connect passengers residing in Western Ventura County to destinations in Santa Barbara County including Carpinteria, Santa Barbara and Goleta and the County unincorporated areas between using high quality bus service. The Coastal Express has been in operation for nearly 25 years and has changed periodically throughout the years in response to the travel demands of those it serves. On September 29, 2025, VCTC will implement incremental changes to improve the service.

**DISCUSSION**

As mentioned above, VCTC staff will be implementing service changes on the Coastal Express route in early November. The last time the route was changed significantly was in November 2021 to restore service following COVID-19 pandemic reductions in service. As route paths have not changed meaningfully in many years despite transit supportive land uses and popular destinations changing over the years, VCTC and SBCAG staff have determined that it is now time to review and update the service to better match travel patterns as well as decrease confusion due to the many route variations. Additionally, changes resulting from freeway projects, and changing travel behavior are reasons to reexamine the schedules.

**COASTAL EXPRESS SERVICE CHANGE SUMMARY**

Staff have been collecting data and feedback from passengers of the Coastal Express through the VCTC Unmet Needs process, multiple on-board and online surveys, recording of comments and complaints and comments received through the VCTC Regional Transit Information Center. After compiling all of feedback some themes came into focus. Among them were:

- The current Coastal Express schedule is overly complicated,
- Route paths and trip times are not meeting current demand,
- The route's on-time performance is poor especially on afternoon trips, and
- Demand for stops in areas of Santa Barbara and Goleta currently not served by the Coastal Express is growing.

These issues and requests are not unique to Coastal Express, and it is common for routes that have been in service for a long time to need adjustments to match changing travel demands. Fortunately, these issues can be addressed through route and timetable adjustments and public facing information. Little to no capital investment will need to be made.

To address the above-mentioned issues, staff are recommending a new public facing route schedule that will streamline the trips and make it easier to read and understand. While revising the timetable, staff will also adjust the times to match current traffic conditions to improve reliability and on-time performance. Lastly, relying on ridership data collected by onboard automatic passenger counters (APCs) and public requests, staff will add and remove stops where appropriate to match demand.

## **SIMPLIFYING THE SCHEDULES**

Currently the Coastal Express has **12 route variations – 80, 80x, 81, 81B, 84, 84U, 85, 85C, 86, 87, 88, 89**. Routes 80-84U serve Carpinteria and Santa Barbara and Routes 85-89 serves stops in Santa Barbara and Goleta. Certain route variations may differ only slightly from another, making it difficult to remember which route goes where at what time and makes it difficult for new riders to understand what route to choose and when. Additionally, each variation may only have one trip in one direction, so passengers need to use a different variation to get back to their origin from their destination.

To make the schedules easier to understand, staff looked at the stops each variation serves and grouped them together, consolidating the routes and resulting in consistent schedules.

### **Coastal Express to Carpinteria & Santa Barbara**

The six route variations that serve Carpinteria and Santa Barbara (Routes 80-84U) were combined into three variations:

- **Route 80 Santa Barbara/Cottage Hospital:** Connecting Camarillo, Oxnard, and Ventura to stops in Downtown Carpinteria and Downtown Santa Barbara terminating at Cottage Hospital
- **Route 80X Santa Barbara Express:** a limited stop route connecting Camarillo, Oxnard and Ventura to the Santa Barbara MTD Transit Center
- **Route 82 Ventura – Santa Barbara/Cottage Hospital:** connecting Ventura to stops in Downtown Carpinteria and Downtown Santa Barbara terminating at Cottage Hospital. The route serves all the same stops in Santa Barbara County as the 80 but does not stop in Camarillo and Oxnard.

While combining the routes, staff reviewed ridership at all stops and by trip and assessed each stop for operational efficiency in both directions and sought opportunities to increase service and efficiency.

When reviewing current stop locations in Ventura County, staff discovered some challenges associated with The Collection at Riverpark stop. This stop has historically served as a park and ride stop with an average of 16 people per day board at this location. However, there is no official parking agreement with The Collection, and our riders have reported receiving citations and/or warnings. Additionally, the stop poses challenges for bus drivers who must navigate two roundabouts to serve the stop and the deviation

from the freeway takes many minutes to serve. RATP Dev USA, VCTC's operations contractor, has flagged these roundabouts as high risk for accidents as near misses occur weekly. As a result, staff is recommending that the stop be moved to south of the 101 freeway to a new park and ride location at Spur and Wagon Wheel Dr. At the new "Wagon Wheel" development where 50 spaces are reserved for transit riders. This will reduce the high risk stop but still offer a park n ride location for passengers less than one mile away. Additionally, serving this stop will take less time than serving The Collection stop.

More analysis found that ridership at the stops in Carpinteria have low ridership except for Carpinteria & Eugenia near the center of the city. Below is a table of average ridership by stop in Carpinteria.

Stop Name	On	Off	Total Trips
Carpinteria Tech Park	3	3	4
Carpinteria City Hall	<1	<1	4
Carpinteria Ave & Eugenia	21	16	14

It is recommended to stop serving the Carpinteria Tech Park (Via Real & Mark), and Carpinteria City Hall due to low use and creating unproductive route deviations adding about 8 minutes to each Northbound trip and 10-15 minutes to each Southbound trip. These delays are due to bus stop infrastructure being located only on one side of the street. This can be quite frustrating for those trying to get to their final destination or when trying to make their return trip. Consolidating these stops to the Carpinteria Ave & Eugenia stop will speed up the trip and get passengers to Santa Barbara faster. Additionally, Santa Barbara Metropolitan Transit District (MTD) serves both locations at a frequency of every 30 minutes throughout the day so an alternative to travel to these destinations is still in place via a transfer with MTD.

All other stops that are currently being served will continue to be served and some will be served more frequently. Cottage Hospital is currently a stop on four northbound trips and six southbound this will increase to 12 northbound and 11 southbound. The Coastal Express stops at the Braille Institute on one trip in each direction. We plan to make this a permanent stop with service on all trips on Routes 80 and 82.

Staff also reviewed other opportunities for improvement. Currently the Coastal Express operates more than 600 deadhead hours. In the morning, vehicles are in revenue service heading northbound but deadhead back to Ventura County out of service. The same occurs in the afternoon but in reverse, vehicles deadhead northbound and go into revenue service southbound. Having vehicles run in revenue service in both directions would reduce the number of deadhead hours as well as increase service to the public without significant cost increases since, in our existing contract, VCTC pays deadhead hours at the same rate as revenue hours. Currently VCTC vehicles make 57 trips daily to/from Santa Barbara; 37 in revenue service and 20 deadhead. With the new schedule, the number of trips will remain the same, however 54 will be in revenue service with only three deadhead trips.

Currently there is minimal midday service. Northbound there is only one trip between 9:30 a.m. and 2:10 p.m. and Southbound there is no service between 10:30 a.m. and 2:10 p.m. According to our most recent survey of Coastal Express riders nearly half (47%) indicated that they would most like to see increased midday service in both directions. Staff recommend that five additional Southbound trips be added to Route 82 in response to the new demand.

### **Coastal Express to Goleta, Santa Barbara Airport, and UCSB**

For the six route variations that serve Goleta (Routes 85-89) they were combined into four variations:

- **Route 85 Hollister Corridor:** Connecting Camarillo, Oxnard, and Ventura to stops on the Hollister corridor in Goleta
- **Route 85X Santa Barbara - Goleta Express:** A limited stop route connecting Ventura to the Santa Barbara MTD Transit Center and the Hollister & Kellogg stop where many local and regional transit buses stop.
- **Route 87 SB Airport – UCSB:** Connecting Camarillo, Oxnard, Ventura to the Santa Barbara County Complex, Cottage Hospital in Goleta, the Santa Barbara Airport and University of California, Santa Barbara (UCSB).
- **Route 87X SB Airport – UCSB Express:** Connecting Ventura to the Santa Barbara Airport and UCSB.

The consolidations to the existing Routes 85-89 preserve all existing service with minor stop adjustments while expanding service through reimagining the way route variations and stops are grouped together.

While simplifying the routes that serve unincorporated Santa Barbara County areas and Goleta, and in response to increased demand, staff sought ways to increase service to UCSB and offer new service to Santa Barbara Airport. Staff recommend using an alternative route path between the Hollister Corridor and UCSB that travels adjacent to the Airport providing easy access to existing bus stop infrastructure at the airport before continuing to UCSB. The new service to the Santa Barbara Airport is supported by passenger survey results where 41% of respondents requested service to the Airport.

Additionally, VCTC has received multiple requests for an additional stop in the Hollister corridor at Hollister and Palo Alto at the west side of Goleta where several large technology employers are located. More than 20 individuals have requested this stop through the Coastal Express survey and the Unmet Transit Needs process. In response, staff have modified the existing Hollister routing to include this stop. Staff will monitor ridership on this segment, keeping it if ridership materializes.

Other improvements include increased service to some stops in Goleta as shown:

Stop	Current service	Proposed service
UCSB	4 NB Trips; 4 SB trips	6 NB Trips; 6 SB trips
SB County Complex & Goleta Hospital	3 NB trips; 3 SB Trips	5 NB trips; 3 SB Trips
Hollister & Kellog	6 NB trips; 6 SB Trips	11 NB trips; 12 SB Trips
Santa Barbara Airport	None	7 NB trips; 6 SB trips

### **Expanded Morning & Afternoon Service with Battery Electric Buses**

In 2018, SBCAG was awarded a TIRCP grant to purchase five battery electric buses to be used to implement four additional round trips on the Coastal Express during peak morning and afternoon commute times operated by VCTC. Now that the battery electric buses have been delivered, permanent charging infrastructure has been installed and the route has been adjusted, VCTC plans to use these

buses to support the additional and updated service.

**FISCAL IMPACT**

No fiscal impact to report. All funds for this project are planned for in the FY25-26 Intercity budget.



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Item #9H

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) UPDATE**

**RECOMMENDATION:**

- Receive and file update on the Transit Integration and Efficiency Study (TIES)

**BACKGROUND:**

The Transit Integration and Efficiency Study (TIES) was developed to evaluate opportunities for improving Ventura County's public transit network. The study emphasized strategies to improve economic and operational efficiencies while identifying potential opportunities for service integration across providers. The overarching goal is to grow ridership and improve the rider experience for both current and future customers of Ventura County's transit providers.

As part of the TIES process, the project team engaged in a series of activities to ensure broad input and a strong technical foundation:

- Individual Commissioner interviews
- Operator Working Group (OWG) meetings with transit partners and agency staff
- Completed an Existing Conditions report
- Conducted multiple surveys
- Held meetings with all Ventura County city managers
- Presented the TIES to most city councils
- Analyzed the latest transit trends and travel demand data (both near and medium term)

**Alternatives Considered**

At the October 2023 Commission meeting, staff presented three primary alternatives:

- **Alternative 1: Partial Consolidation**
  - Consolidation of Subregional demand-response (paratransit and dial-a-ride) services and Enhanced Agency Coordination

- Consolidate East County demand-response services into the East County Transit Alliance (ECTA) as a new, formalized organization. All other agency-cities retain administrative control of fixed-routes.
- **Alternative 2: Moderate Consolidation**
  - Consolidate all demand-response (paratransit and dial-a-ride) operations under a new countywide agency.
  - Consolidate fixed-route services by geography: Simi Valley, Thousand Oaks, Moorpark, and VCTC East County Route would form an East County transit agency, while all remaining West County services would be consolidated into Gold Coast Transit District (GCTD).
- **Alternative 3: Full Consolidation**
  - Consolidate all transit operations (fixed-route and demand-response) into GCTD.
  - VCTC remains with only RTPA/Transportation Commission functions.

The Commission approved the final TIES draft, approved the adoption of Alternative 1 and the continued study of Alternative 2 with incremental implementation of Alternative 1 commencing after approval.

### **DISCUSSION:**

The TIES Implementation Plan established a roadmap of prerequisite, key, and supporting actions spanning multiple years. These steps were designed to ensure that integration proceeds in a deliberate and manageable way.

### **The 2024 Prerequisite Actions were:**

- **Single Paratransit Customer Call Center**  
A countywide Paratransit Integration Analysis (PIA) is underway to assess the development of a single call center. This will improve customer access, streamline trip booking, and reduce duplicative overhead across agencies.
- **Single Transit Operating Contract**  
Staff is monitoring contracts that are up for renewal in 2023-2024 to align with a potential future transition year. GCTD's recent decision to bring paratransit operations in-house highlights the dynamic operating environment in the County and this decision will inform next steps in this activity.

### **2024 Key Actions were:**

- **Enhanced Utilization of Transit Operators Advisory Committee (TRANSCOM)**  
TRANSCOM will be leveraged more intentionally as the regional forum for transit service planning and coordination. The SRTP has provided the foundation for this effort through its development of existing conditions and service planning reports. Staff will continue to use TRANSCOM to review proposed service changes, maintain key connections, and expand regional connectivity.
- **Standardized Performance Reporting**  
Since FY2013-14, all agencies have been included in Transportation Development Act (TDA) Performance Audits. Beyond the TDA Performance Audits and countywide performance reporting, staff will continue to advance uniform reporting of operating costs and productivity metrics for all services. This data will support more detailed cost-benefit analyses of future consolidation options.

#### **2024 Supporting Actions were:**

- **Marketing Subcommittee of TRANSCOM**

To improve local and regional outreach, staff will establish a marketing subcommittee of TRANSCOM. This group will develop and coordinate marketing strategies, campaigns, and shared messaging among agencies. The SRTP includes sections on outreach and partnerships and the PIA includes items related to this, both of which have been brought to TRANSCOM. The marketing subcommittee will be established after SRTP is completed.

- **Standardized Rider Survey**

Consistent survey tools will be developed for fixed route, dial-a-ride (DAR), and Unmet Transit Needs (UTN) purposes. This will allow year-over-year tracking and provide comparable data cross operators. A key action will be to develop a standardized rider survey that all operators can use with the ability to add one to two customized questions. Otherwise, survey should hold mostly constant year to year.

Multiple surveys were conducted as part of the SRTP, in particular one for fixed route and one for dial-a-ride (DAR) users. Additionally, the Unmet Transit Needs (UTN) survey is released annually and remains mostly consistent in the questions asked. Staff will take these as a model to have standardized surveys for each purpose (UTN, fixed route and DAR surveys).

- **Combined Procurements**

Staff has already leveraged joint procurements for scheduling software, Tap2Ride/Open loop Fare System, GTFS support, and bus stop amenities.

- **TDA Farebox Recovery Reform**

**Staff is actively** advocating for permanent reforms to the TDA regulation to remove the farebox recovery penalty. VCTC remains increasingly engaged in this issue and believes that removing this requirement will provide Ventura County operators with greater financial stability and flexibility in operating its services. This has been an item for review with the Transit Transformation Task Force (TTTF) and through California Transit Association (CTA) committees that VCTC is on. VCTC will continue to advocate for changes that support Ventura County transit operators.

#### **The 2025 Prerequisite Actions are:**

- **Single Paratransit Customer Call Center**

The PIA is assessing cost-sharing and operations plan.

- **Single Transit Operating Contract**

The PIA is developing the framework to determine a lead agency for contract negotiations.

- **Consolidate Americans with Disabilities Act (ADA)/DAR**

The PIA will identify the use of policy/interagency agreements and technical staff steering committees to develop Memorandum of Understanding (MOU) that would formalize current ECTA paratransit operations. A roadmap for this is being developed as part of the PIA but will need to wait until the conclusion of the PIA.

#### **The 2025 Key Actions are:**

- **Standardize Paratransit and DAR Rider And Operating Policies Across Agencies**

Recommendations will be included as part of the PIA and are naturally developing as a result of the demand response software.

**The 2025 Supporting Actions are:**

- **Complete A Countywide Fare Study**

Staff is conducting a Countywide Fare Study as part of the SRTP to explore opportunities for simplifying fares, including exploring free fares, a regional low-income fare policy, and fare capping. This is being developed in the SRTP and as a result of the Tap2Ride project.

- **Designate A Social Media Manager**

Designate a social media manager (or integrate with a countywide marketing staff strategy) to manage transit social media countywide. This will be done through the marketing subcommittee.

- **Transition To Countywide Cooperative Purchasing**

Staff will pursue opportunities to leverage cooperative purchasing programs (such as CALACT) to promote greater fleet standardization, improve parts availability, streamline maintenance transfers, and support asset sharing as foundation for future consolidation.

Several agencies already procure vehicles from cooperative agreements but there are opportunities for Countywide purchases. However, agencies typically try to procure buses and vehicles from the same manufacturer they already have buses from for efficiency reasons. Therefore, to do this, one agency would have to change manufacturers and is not something that can happen easily.

- **Implement Consistent Route Type Classifications and Performance Metrics**

This will allow agencies to determine appropriate local performance standards and service design guidelines and is an SRTP recommendation.

- **Provide A Common Service Planning Software**

Provide a single platform for service planning to all agencies and coordinate service planning tasks between larger and smaller agencies. This initiative is planned for the future; however, current technology projects must be completed first, and additional funding will need to be identified before implementation can begin.

- **Align Performance Management Software For All Agencies**

Align performance management software to produce reports in the same format expected from each operator. Staff will review the current technologies being used to see if they can be used for this purpose.

- **Develop A Working Definition for Equity**

Staff will work with agency partners through TRANSCOM and the Demand-Response Integration Plan process to develop a working definition that reflects both regional and local travel needs, while establishing shared goals across agencies. This effort is anticipated to take shape over the next year as part of the coordinated planning and service integration discussions.

**The 2026 Prerequisite Actions are:**

- **Single Paratransit Customer Call Center**

Staff will work on identifying and securing equipment, lease, and employment for a new facility. The PIA will recommend a number of actions that must conclude prior to this.

- **Single Transit Operating Contract**

The lead agency is anticipated to initiate contract negotiations. The PIA will recommend several actions that must conclude prior to this.

**There are no 2026 Key Actions:**

**The 2026 Supporting Actions are:**

- **Expand The Unmet Transit Needs (UTN) Process Beyond TDA Requirements**

Expand the UTN process to address equity issues and reevaluate how to support land use priorities. The process was updated in 2023 with a refined definition of “Unmet Transit Need,” including adoption of the Median Household Income (MHI) standard to prioritize requests from disadvantaged areas. While maintaining the existing 10- and 15-comment thresholds, the updated process ensures greater focus on equity by elevating needs from low-income communities, even when thresholds are not met.

- **Develop Uniform Marketing Materials and Mapping Services**

Staff will develop standardized marketing materials and mapping services to ensure consistent messaging, branding, and wayfinding across all transit agencies in Ventura County. This effort may be implemented through a countywide contract to achieve efficiency and uniformity. The scope will include printed and digital materials, maps, schedules, and online resources, and will be further discussed and refined with agency partners and the TRANSCOM marketing subcommittee to ensure it meets the needs of both regional and local transit users.

- **Develop a Training Consortium**

Develop a countywide training consortium focused on common skill sets across agencies. The consortium would provide standardized programs for bus operator training and licensing, vehicle maintenance, dispatching, and other critical operational functions. By sharing resources, expertise, and training facilities, the consortium aims to improve workforce consistency, enhance safety and service quality, reduce duplicative efforts, and support future operational integration among Ventura County transit providers. VCTC and the operators will further assess what this will look like in the coming year.

- **Create a Uniform Online Presence**

Create a uniform online presence for all agencies (all services use the same web template) with standardized copy for ride guides, fares and passes developed and maintained by a single agency. This supporting action will be discussed through the marketing subcommittee though items related to fares and passes will be addressed through the SRTP fare study and Tap2Ride

- **Leverage VCTC Staff to Support Employer/School/Institutional Partnerships**

Leverage VCTC staff to support all agencies. VCTC staff will provide centralized support to all transit agencies in Ventura County to enhance regional coordination and operational efficiency. Staff will also facilitate interagency collaboration through forums such as TRANSCOM, coordinate joint initiatives like marketing and technology projects, and assist with implementing countywide programs such as fare integration, shared ridership tools, and standardized policies. Recommendations related to this are included in the SRTP.

- **Explore Options for Alternative Countywide Revenue Measures**

Explore alternatives to the TDA to provide additional transportation funds specifically for roads or transit. Staff will evaluate if there are recommendations that come out of the TTTF that can support increased funding to transit prior to any measure.

TIES provides a comprehensive roadmap for improving Ventura County's transit network through enhanced coordination, operational efficiencies, and strategic service integration. The phased actions outlined in the Implementation Plan, include prerequisites, key actions, and supporting initiatives, position VCTC and its partner agencies to advance equity, streamline operations, and enhance the rider experience. By implementing these recommendations, the County can build a more connected, sustainable, and user-focused transit system that meets both current and future travel needs while laying the foundation for potential future consolidation. The TIES study serves as the guiding framework for these efforts, ensuring that all actions are informed by data, stakeholder input, and regional priorities.



Item #91

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR**

**SUBJECT: CONTRACT AMENDMENT WITH MMO PARTNERS**

**RECOMMENDATION:**

- Approve Contract Amendment #1 with CPS HR Consulting increasing the contract amount by \$49,000 (for a total of \$98,000) and authorize the Executive Director to execute the contract amendment.

**BACKGROUND:**

In April 2024, VCTC retained the services of MMO partners, a Washington DC based legislative advocacy firm primarily to assist with the process of coordinating recovery from the Federal Emergency Management Agency (FEMA) from damages to the Santa Paula Branch Line (SPBL). Since that time, MMO partners has provided valuable assistance, including outreach and coordination with FEMA staff and our congressional representatives. MMO partners also assisted with several other transportation and transit projects and helped VCTC navigate the changing landscape of the federal government.

**DISCUSSION:**

Staff is seeking an extension of the agreement with MMO through a first amendment to the agreement which was initially entered into by the Executive Director. Other areas where MMO partners is providing assistance to VCTC include:

- Assistance with Santa Paula Branch Line (SPBL) coordination with FEMA for recovery from damage to the SPBL.
- Assistance with VCTC's federal grant related issues for transportation and transit projects, specifically with IIJA funding opportunities.
- Assistance with legislative positions adopted in VCTC's federal Legislative Program
- Seeking transportation and transit funding opportunities
- Grant applications for all modes of transportation

Therefore, staff's recommendation is to approve contract amendment #1. Revenues for this action are included in the current budget.

**AMENDMENT NO. 1 TO**  
**CONSULTANT SERVICES AGREEMENT BETWEEN**  
**THE VENTURA COUNTY TRANSPORTATION COMMISSION (“VCTC”) AND**  
**MURRAY, MONTGOMERY, O’DONNELL (MMO) PARTNERS**

This Amendment No. 1 (“First Amendment”) by and between the Ventura County Transportation Commission (“VCTC”) and MMO Partners., herein referred to as “Consultant,” is entered into as of this \_\_\_\_ day of October 2025, effective as of April 1, 2025. VCTC and Consultant shall be referred to individually as “Party” and collectively herein as “Parties.”

**WHEREAS**, on April 1, 2024, VCTC entered into a consultant services agreement (“Agreement”) with Consultant; and,

**WHEREAS**, VCTC and Consultant now desire to amend the Agreement to extend the term of the Agreement and adjust the compensation for the extended term.

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

1. Section 1.1 of the Agreement shall be amended to extend the term of the Agreement until October 31, 2026.
2. Section 2 of the Agreement shall be amended to increase the not to exceed amount by \$49,000 for a new not to exceed amount of \$98,000.

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

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

*[Signatures on the Following Page]*



IN WITNESS THEREOF, the parties have executed this First Amendment on the \_\_\_\_ day of \_\_\_\_\_, 2025.

VENTURA COUNTY TRANSPORTATION COMMISSION

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

Approved as to form

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

CONSULTANT: MMO Partners

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



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October 3, 2025

Item #9J

**MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**  
**FROM: ANDREW KENT, PROGRAM MANAGER**  
**SUBJECT: RESOLUTION TO ACCEPT SENATE BILL 1 FUNDING FOR THE FREEWAY SERVICE PATROL (FSP) PROGRAM**

**RECOMMENDATION:**

- Adopt Resolution No. 2025-10 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-26SB1-6155(135) with Caltrans to Accept Senate Bill 1 Funding Allocation for Freeway Service Patrol Operations.

**BACKGROUND:**

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 Transportation Commission (VCTC, acting in its capacity as the Ventura County Service Authority for Freeway Emergencies (SAFE), the California Highway Patrol (CHP), and Caltrans.

In 1992, the Freeway Service Patrol Act was established with funding from the State Highway Account. In 2017, Senate Bill (SB) 1 provided additional funding for the Freeway Service Patrol program. These funds are to be used by eligible regional and local agencies for traffic-congested urban freeways throughout the state to provide emergency roadside assistance.

State funds are available to SAFE to operate FSP with a required local match of twenty-five percent (25%). In December of 2019, the SAFE Board directed Staff to submit the original application to Caltrans for FSP funding, including the submittal of Commission Resolution 2019-02 demonstrating SAFE's commitment to the local match requirement for acceptance of State funds.

Since the FSP program began operations in March of 2021, SAFE has accepted approximately \$1.7 million of SHA funds and \$2.1 million in SB1 funds from the State to operate the FSP program. The local match share comes from a \$1 annual fee per vehicle registered in Ventura County, which is used to fund a variety of motorist aid programs, including emergency roadside callboxes and Incident Responder grants.

**DISCUSSION:**

With the start Fiscal Year 2025/26, Caltrans provided SAFE Staff with a routine funding agreement to accept Ventura County's share of the SB1 funding allocation for FSP operations. To accept the SB1 allocation, Caltrans requires a resolution committing SAFE to the local match requirement to accompany the funding agreement. Staff reviewed Resolution 2019-02 from the original FSP funding application and determined

the language did not well define SAFE's match commitment into the future. Per General Counsel's recommendation, Staff prepared Resolution 2025-10 with updated language specifying and reaffirming SAFE's budgetary match commitment for acceptance of State funds. The updated resolution will allow Staff to finalize the funding agreement with Caltrans and accept \$464,884.00 of SB1 funds allocated to Ventura County FSP for Fiscal Year 2025/26.

The Staff recommendation to the SAFE Board is to adopt Resolution 2025-10 to provide the twenty-five percent (25%) local matching funds required to accept the SB1 allocation and authorize the Executive Director to enter into Funding Agreement No. FSP-26SB1-6155(135).

**RESOLUTION NO. 2025-10**

**A RESOLUTION TO ACCEPT SENATE BILL 1 FUNDING FROM THE STATE OF CALIFORNIA FOR THE FREEWAY SERVICE PATROL PROGRAM AND APPROVE ASSOCIATED FUNDING AGREEMENT**

**WHEREAS**, under Streets and Highways Code (S&HC) Section 2560 et seq., the State of California, hereinafter referred to as STATE, and administering agencies are authorized to develop and implement a Freeway Service Patrol (FSP) program on traffic-congested urban freeways throughout the state; and,

**WHEREAS**, the Ventura County Transportation Commission, hereinafter referred to as VCTC, is the Service Authority for Freeway Emergencies (SAFE) for Ventura County; and,

**WHEREAS**, acting in its capacity as the Ventura County SAFE, VCTC serves as the administering agency for FSP in Ventura County; and,

**WHEREAS**, STATE has distributed available Senate Bill 1 (SB1) funds to administering agencies participating in the FSP Program in accordance with S&HC Section 2562; and,

**WHEREAS**, VCTC has applied to STATE and has been selected to receive funds from the FSP Program for the purpose of Freeway Service Patrol; and,

**WHEREAS**, STATE is required to enter into an agreement with VCTC as the administering agency to delineate the respective responsibilities of the parties; and,

**WHEREAS**, VCTC adopted Resolution No. 2019-07 to provide the necessary annual twenty-five percent (25%) local matching funds to operate an FSP Program on December 6, 2019 and VCTC affirms that commitment in connection with the acceptance of the funds contemplated in this Resolution; and,

**WHEREAS**, VCTC desires to accept STATE financial assistance to operate FSP in Ventura County.

**NOW, THEREFORE, BE IT RESOLVED** that the Ventura County Transportation Commission does hereby:

1. Approve Agreement No. FSP-26SB1-6155(135) between VCTC and STATE; and
2. Authorizes the Executive Director to enter into Agreement No. FSP-26SB1-6155(135).

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the STATE in support of accepting the following allocation:

Freeway Service Patrol Program SHA Allocation: \$464,884.00

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is authorized to provide additional information as the STATE may require in connection with the FSP Program.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is authorized to submit and approve request for reimbursement of funds from the STATE for the VCTC FSP Program and take any other action reasonably necessary to further the intent of this Resolution.

**PASSED, APPROVED, AND ADOPTED** this 3<sup>rd</sup> day of October, 2025.

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MIKE JUDGE,  
Chairperson

**ATTEST:**

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MARTIN R. ERICKSON,  
Executive Director

**APPROVED AS TO FORM:**

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LINDSAY D'ANDREA,  
General Counsel



Item #10

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: METROLINK UPDATE**

**RECOMMENDATION:**

- Receive and file presentation.

**BACKGROUND:**

The Southern California Regional Rail Authority (SCRRA), also known as “Metrolink”, is an independent joint powers agency. The member agencies consist of Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Authority (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC). CEO Darren Kettle will be providing the Commission with an update of Metrolink activity. Commissioner Trembley serves as the primary member representing VCTC on the Metrolink Board of Directors and Commissioner Engler serves as the alternate.

**DISCUSSION:**

**Operating and Capital Contribution**

The FY 25/26 Metrolink operations subsidy is \$17,252,181 for VCTC, which is a little more than 7% above FY 24/25 costs.

As mentioned last year, the subsidy for Metrolink service has increased over 40% over the last five years due to:

- General cost increases related to operations
- Fare projections lowered to better match actuals
- A full year of additional weekend service (which is grant funded)

Fortunately, Local Transportation Funds (LTF) and Federal Transit Administration (FTA) funds have also increased. However, these revenues do not quite cover the full operating cost and funds that were previously Coronavirus Aid, Relief, and Economic Security (CARES) Act funding and have since been swapped (as all CARES funds had to be expended) are being used to support the balance. Due to this, VCTC understands that long term, we will likely need to swap capital funds with operating costs with

another agency as occurred in previous years. Typically, VCTC has more capital funds than is needed, which would make this possible.

### **Service to Santa Barbara**

As updated at the last Commission meeting, over the last two years, at the request of Santa Barbara County Association of Governments (SBCAG), VCTC and SBCAG have been in discussions with both SCRRA and LOSSAN (Los Angeles-San Diego-San Luis Obispo rail corridor) to understand the feasibility and costs of implementing a morning commuter train from Ventura County to Goleta. Prior to the pandemic, LOSSAN ran a Pacific Surfliner train from Los Angeles Union Station up to Goleta. However, because the train arrived at Santa Barbara well before 8 am and departed Union Station in the 4 am hour, the service did not meet LOSSAN's productivity standards. After the service was cut due to the pandemic, LOSSAN reinstated the train in a different and more productive timeslot, leaving a gap in the northbound direction during commute times.

Since this time, VCTC and SBCAG have received a cost proposal from SCRRA and have been working with all parties on the agreements to get this service in place. While the agreements are nearly complete, the service cannot begin until there is approval from Union Pacific Railroad, which requires an agreement between them and LOSSAN. The goal is to begin the service in early January.

At this time, the plan is for Metrolink, until LOSSAN has the equipment to run the service, funds available as a result of a grant and approval from the California State Transportation Agency (CalSTA), to add this additional train north of Los Angeles.

VCTC has allocated \$3.8 million of SB 125 funds to this service and SBCAG is using revenue from their sales tax.

### **Other Items**

In July, Metrolink began a new operating contract and transitioned to a new operator, Alstom. The transition has been rocky with issues relating to on-time performance, mechanical issues, and canceled trains. Metrolink has been working with Alstom to resolve these issues.





Item #11

October 3, 2025

**MEMO TO: VENTURA COUNTY AIRPORT LAND USE COMMISSION**  
**FROM: CAITLIN BROOKS, PROGRAM MANAGER – TRANSPORTATION PLANNING**  
**SUBJECT: ADVANCED AIR MOBILITY INNOVATION CENTER AND CAMARILLO / OXNARD AIRPORTS PART 150 STUDIES UPDATE**

**RECOMMENDATION:**

- *Receive and file an update from the County of Ventura on the Advanced Air Mobility Innovation Center and Part 150 Studies for the Camarillo and Oxnard Airports.*

**BACKGROUND:**

The Ventura County Transportation Commission (VCTC) serves as the Airport Land Use Commission (ALUC) for Ventura County. The Commission adopted the Ventura County Airport Comprehensive Land Use Plan (ACLUP) on July 7, 2000, which serves as the airport land use compatibility plan (ALUCP) as required by state law for the Ventura region. The ACLUP covers the Camarillo, Santa Paula and Oxnard Airports, Naval Air Station Point Mugu, and the surrounding areas.

Airports in the United States are part of a national system regulated and supported by the Federal Aviation Administration (FAA) known as the National Plan of Integrated Airport Systems (NPIAS). Airports within the NPIAS receive financial support from the FAA to operate and must meet grant assurances that include maintaining free and fair public access and taking reasonable action to prevent incompatible land uses surrounding the airport. Airport Land Use Commission review of proposed development is part of the process to prevent incompatible land uses.

Oxnard Airport has approximately 70,000 annual aircraft operations, and Camarillo Airport has approximately 140,000 annual operations, for a combined total of approximately 220,000 annual operations. Camarillo Airport has an annual economic impact of \$230 million, supports 1,764 jobs, is home to over 60 businesses, and results in over \$10.8 million in State, local, and school tax revenues.

Airport operations influence land use compatibility considerations. To maintain awareness of current and future airport operations, Staff recommends the Commission receive and file a report on the new Advanced Air Mobility Innovation Center.

**DISCUSSION:**

In April 2025, the County of Ventura received a \$550,000 Catalyst Predevelopment Funding Program grant award from Uplift Central Coast to establish an Advanced Air Mobility Innovation Center. The Advanced Air Mobility Innovation Center will include a 500 square mile testing range for Advanced Air Mobility (AAM) at Camarillo and Oxnard Airports along with research facilities, business resources, and workforce training. Testing for unmanned aerial systems (UAS) and electric vertical take-off and landing (eVTOL) aircraft will be managed by the County Department of Airports. County of Ventura Economic Vitality Manager Gloria Martinez will provide an overview of the Advanced Air Mobility Innovation Center.

The Ventura County Department of Airports is in the process of updating the Part 150 Noise Compatibility Studies for the Camarillo Airport (CMA) and Oxnard Airport (OXN) in accordance with Title 14 of the Code of Federal Regulations, Part 150 (14 CFR Part 150). The studies are a cooperative effort between the Ventura County Department of Airports and the Federal Aviation Administration (FAA). The voluntary Part 150 studies are funded by a grant from the FAA and will update the Noise Exposure Maps and Part 150 Study Noise Compatibility Programs for Camarillo and Oxnard Airports. Erin Powers, Deputy Director of Airports Business and Administration, will provide an update of the Part 150 Study process.

Part 150 Noise Exposure Maps and Noise Compatibility Programs establish baseline noise contours and compatibility strategies that serve as the basis for an update to an Airport Land Use Compatibility Plan to be prepared and adopted by an Airport Land Use Commission.



Item #12

October 3, 2025

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**State Issues**

**Cap-and-Invest Program**

The state Legislature wrapped up the first of its two-year session on Sept. 13. Major actions included passing bills that extend and amend 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.

Revenues from Cap-and-Trade auctions are deposited into the Greenhouse Gas Reduction Fund (GGRF). Auction revenues fluctuate but in recent years have raised from \$2 billion to \$5 billion per year, according to the Legislative Analyst's Office. Among the initiatives funded by GGRF are the Low-Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP). Currently, LCTOP funds support VCTC's free-fare programs, including Youth Ride Free, College Ride, and free-fare days for all riders. In the past, LCTOP has funded Metrolink weekend service and zero-emissions bus infrastructure.

In the last days of the session, the Legislature passed two companion bills that extend and revise the Cap-and-Trade Program and expenditure plan: Assembly Bill 1207 (Irwin) and Senate Bill 840 (Limon). AB 1207 makes a number of changes to the program, including changing the name of the program to Cap-and-Invest and extending the program's market-based compliance mechanism through January 1, 2046.

SB 840 addresses the revenue expenditure side of the program. Under current law, TIRCP and LCTOP receive 10 percent and 5 percent of total GGRF revenue, respectively. On average, that revenue is about \$300 million and \$145 million annually. SB 840 maintains the continuous appropriations to these programs but provides a fixed annual amount rather than a revenue percentage. TIRCP and LCTOP would receive \$400 million and \$200 million annually, amounts that are in line with previous allocations. In Fiscal Year 2023-24, for example, LCTOP received about \$200 million of GGRF funds for programs statewide.

However, SB 840 establishes priority tiers for GGRF appropriations. For Tier 1, the legislation appropriates GGRF revenue to a variety of backfills and administrative expenses. The bill then appropriates annual funding to Tier 2, including \$1 billion for high-speed rail and \$1 billion for the Legislature's discretionary priorities. The legislation then appropriates \$2 billion to historic continuous appropriations, including TIRCP and LCTOP, in Tier 3. It's important to note that each tier must be made whole before other tiers receive funding. If the Cap-and-Invest Program doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for Tier 3 programs will be decreased proportionally.

In addition, SB 840 states it is the intent of the Legislature to allocate \$125 million for transit passes in the 2026-27 fiscal year. Additional details of how that funding might be allocated are not yet available.

Gov. Gavin Newsom signed AB 1207 and SB 840 on September 19. They are "urgency" bills, meaning they take effect immediately rather than at the start of the new calendar year.

#### Budget Act of 2025

The Budget Act of 2025 reaffirmed the appropriation of the remaining balance of the \$5.1 billion in flexible transit capital and operations funding provided through Senate Bill 125. SB 125 has provided critical funding to help VCTC and the county's transit operators support day-to-day operations and sustain current funding levels. In the last days of the session, the Legislature passed Senate Bill 105 and Assembly Bill 105 to advance those appropriations. Gov. Gavin Newsom has signed those bills.

The governor has until Oct. 12 to sign or veto any remaining bills sent to him. The Legislature is adjourned and will reconvene January 5, 2026.

Attachment A is the monthly report of MMO Partners, the Commission's federal advocate. 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.



September 12, 2025

To: Martin Erickson, Executive Director

From: MMO Partners

Re: August Report

### ***Background***

Even with Congress on recess during August, there was considerable speculation in Washington during the congressional summer break about how Congress would find agreement in September on a FY26 funding package, which must be in place by the end of the month. The leadership of the House and Senate Appropriations Committees acknowledged before the August recess that they were not close to an agreement and expected to pass a continuing resolution to keep the federal government open at the start of FY26. Congress will only have 14 congressional workdays in September to complete markup, passage, and negotiations on a FY26 appropriations bill.

As mentioned in last month's report, Senator Patty Murray (D-WA), the Ranking Member of the Senate Appropriations Committee, made clear to her Republican colleagues in July that she wants Congress to consider any further White House rescission packages. She believes Congress has the right to set the spending levels for the federal government. House and Senate Democrats could have some influence on the FY26 appropriations outcomes because the House leadership might have to rely on Democratic support to offset the departures of House conservatives, who object to spending levels in House appropriations bills. Those conservative members say they will not vote for a CR. Senate Republican leadership faces challenges, as it will need at least six Democrats to join Republican senators in approving an FY26 appropriations measure or CR.

There is talk about a government shutdown at the end of September, and it is too early to tell which party would shoulder more of the blame for it. Senator Susan Collins, the Chair of the Senate Appropriations Committee, and her House counterpart, Congressman Tom Cole, agree that they want Congress to pass an appropriations measure to fund all FY27 and not fall back on a yearlong CR to keep the federal government functioning.

The \$2 billion in earmarked funds in FY26 appropriations bills could be a factor to push an FY26 spending bill over the finish line before the end of the calendar year. The earmarks can give Senators and Representatives positive press as they enter the 2026 election cycle.

- **Scheduling VCTC Meeting with the Federal Transit Administrator Marcus Molinaro for September 10**

In August, MMO Partners recommended to the VCTC Executive Director that a virtual meeting with the Federal Transit Administrator be scheduled for September to brief the agency on VCTC's work and provide follow-up with FTA on the recommendations VCTC sent to Congresswoman Julia Brownley regarding the reauthorization of the surface transportation legislation. Congresswoman

Brownley is a member of the Transportation and Infrastructure Committee, which has jurisdiction over the authorization of highway transit programs. VCTC's reauthorization recommendations included provisions from the Local Officials in Transportation (LOT) Proposal submitted to the Secretary Sean Duffy by letter on August 20. (see the following link)

<https://acrobat.adobe.com/id/urn:aaid:sc:US:1638c32c-c9df-415b-9377-098b26aa570a>

The FTA Administrator, FTA Policy Office, and FTA Regional Administrator (San Francisco) will participate in the September 10th meeting.

- **VCTC Response to U.S. Department of Transportation Request for Comments on Reauthorization of Surface Transportation Legislation published in the Federal Register on July 21.**

VCTC submitted surface transportation program recommendations to the U.S. Department of Transportation via the July 21 Federal Register announcement, requesting interested parties to send USDOT recommendations by August 20th.

VCTC's comments are here: <https://acrobat.adobe.com/id/urn:aaid:sc:US:5710ec99-8f82-455b-9b74-4990eb6d5503>

- **VCTC Surface Transportation Reauthorization Recommendations Sent to Congresswoman Julia Brownley**

MMO Partners drafted a letter for VCTC to consider sending to Congresswoman Brownley in response to her request for recommendations for the next surface transportation authorization bill. VCTC's letter to Congresswoman Brownley is here.

<https://acrobat.adobe.com/id/urn:aaid:sc:US:e6fac87a-7ea3-43a4-964c-eacdfd6d3afd>

- **FEMA Reform Act of 2025 and Role of NPR Stations in Emergency Broadcast Notices**

MMO Partners provided VCTC with a copy of the bipartisan FEMA Reform Act of 2025, H.R. 4669, along with copies of amendments and report language that MMO sent to the staff of the House Transportation and Infrastructure Committee. MMO also had a meeting with a former FEMA Administrator, Craig Fugate, to discuss how rescission of federal funding for the Corporation for Public Broadcasting would impact public service announcements about emergencies broadcast by National Public Radio (NPR) stations, which play a significant role in broadcasting emergency notices to the public, especially in rural areas. Mr. Mike Herman, MMO's emergency management/FEMA consultant, spoke with Mr. Fugate, who headed FEMA for Presidents George W. Bush and Barack Obama, about the importance of the Integrated Public Alerts and Warning System and the reliance on NPR stations to warn communities about impending natural disasters and emergencies.

MMO drafted FEMA Reform Act letters for VCTC to consider sending to Congresswoman Brownley and Senators Padilla and Schiff. There is no Senate companion bill to H.R. 4669, but MMO thought the Senators should be aware of the bipartisan House bill.

FEMA Reform Act of 2025, H.R. 4669

<https://www.congress.gov/119/bills/hr4669/BILLS-119hr4669ih.pdf>

FEMA Reform Act Amendments drafted by MMO Partners

<https://acrobat.adobe.com/id/urn:aaid:sc:US:0f2e5e90-0179-48db-a720-bdc328b16ed2>

- **Monthly Meeting**

MMO met with VCTC's Executive Director and VCTC staff on August 28<sup>th</sup> for our monthly check-in.

Topics covered during our meeting include:

- FY 26 Budget (MMO)
- DOT NEVI Update (MMO-Chris Newman)
- Grants Update (MMO- Robert Mariner)

- Surface Transportation Authorization (MMO)
  - FEMA Act (MMO)
  - FTA Administrator Mtg (All)
- **Congresswoman Julia Brownley's FY26 Transportation Community Project Fund (Earmark) Requests**
    - City of Calabasas **Citywide Green Street Project** - \$850,000  
Unpaved street shoulders improved with landscaped bioswales and/or tree-well filter systems and enhanced drainage
    - Simi Valley **Transit Hub Project** - \$1,120,000  
installation of additional in-route chargers for the City of Simi Valley's battery electric buses.
    - Los Angeles Metro **Regional Bus Stop Enhancement Program** - \$250,000  
Upgrades to bus stops, including amenities, accessibility features, maintenance, and technological enhancements
    - **Metrolink Arroyo Simi Bridges Scour Mitigation Project** - \$250,000

Senators Alex Padilla and Adam Schiff did not have FY26 Congressionally Directed Spending transportation requests for Ventura County included in the Senate Transportation-HUD appropriations bill.

- NEVI Formula Program Guidance Date Released

**On August 11<sup>th</sup>, the Federal Highway Administration (FHWA) issued updated guidance for the National Electric Vehicle Infrastructure (NEVI) Formula Program, which supersedes all previous guidance documents. NEVI was established under the Infrastructure Investment and Jobs Act (IIJA), which provides \$5 billion in funding from fiscal years 2022-2026 to States to support the deployment of EV charging infrastructure and create an interconnected network. California was allocated \$384 million over the course of five years.**

The NEVI program does not provide for sub-allocation of funds to local or regional agencies. All funding decisions and project prioritization are administered at the state level, with Caltrans responsible for managing [California's](#) NEVI deployment strategy.

The updated federal guidance introduces several substantive requirements for state NEVI plans, including:

1. A detailed description of how the state intends to utilize NEVI program funds for each fiscal year, including unobligated funds from FY 2022 through FY 2026;
2. A Community Engagement Outcomes Report, as outlined in 23 CFR 680.112(d); and
3. A description of physical and cybersecurity strategies, consistent with 23 CFR 680.106(b).

Notably, the revised guidance no longer explicitly mandates the inclusion of climate change or equity considerations in state plan submissions, though it does not preclude their use in the decision-making process. VCTC is encouraged to remain actively engaged with Caltrans during the development of the updated California NEVI Plan to ensure regional priorities—particularly those addressing equity, safety, and climate resilience—are appropriately reflected.

Eligible uses of NEVI funds include:

- Acquisition, installation, and upgrades of EV chargers.

- Operating assistance for EV charging infrastructure for up to five years.
- Development phase activities, including planning, feasibility analysis, and environmental reviews.
- Mapping and analysis to evaluate EV adoption and charging needs.
- Traffic control devices and signage to direct users to EV charging stations.

Updated state NEVI plans are due to USDOT by **September 11, 2025**, creating a limited window for coordination and stakeholder engagement.

- **Grants**

**USDOT- Innovative Finance and Asset Concession (IFAC) Grant Program**

According to IFAC NOFO, "The objective of the Program is to facilitate and evaluate public-private partnerships in which the private sector partner could assume a greater role in project planning, development, financing, construction, maintenance, and operation, including by assisting eligible entities in entering into Asset Concessions. A significant focus of the IFAC is to identify Existing Assets that have the potential to provide additional public benefits through asset concessions. Under the Program, Eligible Entities can procure Advisors, hire employees into a public agency, or both to administer Proposed Activities.

The Program has two types of grants—(1) Technical Assistance and (2) Expert Services—each with specific uses and conditions that support the overall IFAC objective. Technical Assistance Grants (23 U.S.C. § 611(d)(1)) will provide funding for Eligible Entities to build organizational capacity and perform programmatic grant activities either by procuring Advisors, hiring employees into a public agency, or both. Expert Services Grants (23 U.S.C. § 611(d)(2)) will provide funding for Eligible Entities to procure Advisors to explore leveraging public and private funding in connection with the development of a specific Existing Asset."

Due: 10/1/25 @11:59pm





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

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### **Legislative Update**

The 2025 legislative session concluded on Saturday, September 13<sup>th</sup>. By all counts, it was a very productive year, with more than 2,300 bills passing through the legislative process, about 1/3 of which are now sitting on the Governor's desk. The Governor has until October 12<sup>th</sup> to sign or veto those bills. Legislators have returned to their districts and will now shift their focus to local events and efforts.

While the state budget bill passed in June, several trailer bills were finalized in the last week of the Session. This includes the budget trailer bill related to transportation. SB 153 did a number of things, including making changes to allow areas in Los Angeles and the Bay Area to use charter bus services during the FIFA World Cup and making clarifications about the allocation formula for specified transit programs.

Before the Summer Recess, the Senate announced the election of a new President Pro Tem, or leader of the Senate. Senator Monique Limon, who represents Santa Barbara and Ventura, was elected amongst her peers and will take on the role beginning on November 17. She succeeds Senator Mike McGuire and is terming out. It will be interesting to see whether the change in leadership shifts the focus of the Senate, which, under Pro Tem McGuire, has focused on wildfire, climate, and energy.

Although the Legislature is on recess, the Seaside Advocacy team continue to keep in close contact with the Capitol and will keep VCTC updated on any developments. Lastly, the Legislature will reconvene on January 5, 2026, to begin the new Legislative Session.

### **Cap and Trade Update**

Early in the Legislative Session, the Governor made clear his intention to extend the Cap & Trade program through 2045, even coining the program with a new name – Cap & Invest.

On Wednesday, September 10<sup>th</sup>, legislative leaders reached an agreement with Governor Newsom to extend Cap & Invest, and the spending plan associated with the state's greenhouse gas emissions

reduction program. Because the agreements landed so late in the final week of the legislative session, lawmakers had to waive rules so they could extend what was supposed to be their last day of session, Friday, to vote Saturday.

The Cap & Invest language came in two separate bills, AB 1207 (Irwin) and SB 840 (Limon). While AB 1207 extended the program, SB 840 detailed the mechanism for GGRF expenditures. The mechanism is akin to a waterfall approach, requiring that one tranche of priorities be completely funded before allocating funds to the following set of priorities.

Transit is funded in the second and third tranches of funding. SB 840 prioritizes making whole the General Fund for fire fee and sales tax abatement replacement, as well as a new oversight body called the Legislative Counsel Bureau. Then, if there are funds left, \$1 billion goes to High-Speed Rail, and \$1 billion goes to the Legislature to allocate. In 2026-27, the bill states that the Legislature intends to allocate \$125 million for free transit passes and a few other things but leaves \$750 million up to legislative negotiations. Finally, in the last tranche - assuming there is revenue, TIRCP would receive \$400 million and LCTOP would receive \$200 million. Those funds would be continuously appropriated.

### **Transit Transformation Task Force Update**

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.

Its final planned meeting is scheduled to take place on September 30, 2025, in Sacramento. The Task Force is set to release its final report this upcoming October. CalSTA publicly released a draft of the report's first several chapters in late July. The initial draft chapters paint a picture of the post-shutdown distress currently experienced by most Association member agencies, but many questions remain unanswered.

### **Upcoming Bill Deadlines and 2 Year Bills**

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

**January 5** - Legislature reconvenes for a second year of session

#### **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:** 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 6/30/2025)(May be acted upon Jan 2026)

**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:** 9/10/2025-Senate amendments concurred in. To Engrossing and Enrolling.

**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:** 9/11/2025-Senate amendments concurred in. To Engrossing and Enrolling.

**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:** 9/15/2025-Enrolled and presented to the Governor at 4:30 p.m.

**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-Approved by the Governor. 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-Approved by the Governor. 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:** 9/12/2025-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.

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

**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:** 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)



**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:** 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)

**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:** 9/11/2025-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 8/29/2025) (May be acted upon Jan 2026)

**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:** 9/9/2025-Enrolled and presented to the Governor at 3 p.m.

**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:** 9/13/2025-Read third time. Urgency clause adopted. Passed. Ordered to the Assembly. (Ayes 29. Noes 6.). In Assembly. Concurrence in Senate amendments pending. Joint Rules 61(a)(14) and

51(a)(4) suspended. Assembly Rule 63 suspended. Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. Enrolled and presented to the Governor at 1:30 p.m.

**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:** 9/10/2025-Senate amendments concurred in. To Engrossing and Enrolling.

**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:** 9/17/2025-Enrolled and presented to the Governor at 2 p.m.

**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:** 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/2/2025) (May be acted upon Jan 2026)

**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:** 9/12/2025-Assembly amendments concurred in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.

**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:** 9/12/2025-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 21. Noes 8.) Ordered to engrossing and enrolling.

**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:** 9/17/2025-Enrolled and presented to the Governor at 2 p.m.

**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:** 8/28/2025-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)

**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:** 9/10/2025-Assembly amendments concurred in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.

**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:** 9/11/2025-Assembly amendments concurred in. (Ayes 40. Noes 0.) Ordered to engrossing and enrolling.

**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:** 9/11/2025-Assembly amendments concurred in. (Ayes 30. Noes 10.) Ordered to engrossing and enrolling.

**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:** 9/9/2025-Enrolled and presented to the Governor at 2 p.m.

**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:** 9/13/2025-Assembly amendments concurred in. (Ayes 33. Noes 3.) Ordered to engrossing and enrolling.

**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: Greenhouse Gas Reduction Fund: studies.**

**Introduced:** 2/21/2025

**Status:** 9/15/2025-Enrolled and presented to the Governor at 2 p.m.

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Current law requires the state board, in regulations implementing the market-based compliance mechanism to, among other things, establish limits on the use of offset credits as a means for a covered entity to meet its compliance obligations. Current law requires moneys 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 and continuously appropriates a portion of the moneys in the fund for various purposes. This bill would state the intent of the Legislature to direct specific percentages of the revenues deposited into the Greenhouse Gas Reduction Fund to individual funds dedicated to funding clean transportation, housing and community investment, clean air and water, wildfire prevention and resilience, agriculture, clean energy, and climate-focused innovation.

<b>VENTURA COUNTY TRANSPORTATION COMMISSION</b> <b>STATE LEGISLATIVE MATRIX BILL SUMMARY</b> <b>Oct. 3, 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 289 Haney	State Highway Work Zone Speed Safety Program	Monitor	Passed. To Engrossing and Enrolling.
AB 954 Bennett	State Transportation Improvement Program: bicycle highway pilot program	Monitor	Amended. Ordered to inactive file.
AB 1207 Irwin	Climate change: market-based compliance mechanism: extension	Monitor	Passed. Signed by the governor.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	Passed. Enrolled and presented to the governor.
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. Held in committee.
SB 840 Limon	Greenhouse gases: Greenhouse gas reduction fund: studies	Monitor	Passed. Signed by the governor.



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