



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

AMENDED AGENDA*

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

IN-PERSON

THE CITY OF CAMARILLO LIBRARY

4101 LAS POSAS ROAD

CAMARILLO, CA 93010

FRIDAY, SEPTEMBER 6, 2024

9:00 A.M.

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. CEREMONIAL CALENDAR-

- **RECOGNIZE MV TRANSPORTATION (OPERATOR OF THE VALLEY EXPRESS SERVICE) FOR:
VALLEY EXPRESS DRIVER OF THE YEAR, ROBERT RAMIREZ**
- **OPERATION OF THE SR 150 EMERGENCY SHUTTLE; RECOGNITION OF TOM CONLON'S
MANAGEMENT OF THE VALLEY EXPRESS SERVICE**

5. 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.

6. **CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give updates and status reports on current projects.*
7. **COMMISSIONER REPORTS** - *This item provides the opportunity for the commissioners to report on attended meetings/conferences and any other items related to Commission activities.*
8. **EXECUTIVE DIRECTOR REPORT**- *This item provides the opportunity for the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*
9. **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.*
10. **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.*

10A. [APPROVE MINUTES OF JUNE 7, 2024, MEETING- PG.9](#)

Recommended Action:

- Approve the summary minutes of June 7, 2024.

Responsible Staff: Roxanna Ibarra, Clerk of the Commission/Executive Assistant

10B. [MONTHLY BUDGET REPORT- PG.15](#)

Recommended Action:

- Receive and file..

Responsible Staff: Sally DeGeorge, Finance Director

10C. [REVISED ALLOCATION REQUEST AMOUNTS FOR FY 2023-2024 LOW CARBON TRANSIT OPERATIONS PROGRAM \(LCTOP\) GRANT FUNDS- PG.17](#)

Recommended Action:

- Approve the revised Ventura County Transportation Commission (VCTC) FY 2023-24 Low Carbon Transit Operations Program (LCTOP) Grant Allocation Request totaling \$2,234,815 to fund the following two projects:
 - Free Fare program (\$1,504,815, which includes Cities of Camarillo, Moorpark, Simi Valley, and Thousand Oaks Local Shares of \$47,843).
 - Metrolink Weekend Service (\$730,000).
- Adopt Resolution 2024-09 (Attachment "A") revising previous allocation request amounts and authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form to receive FY 2023-24 LCTOP Grant funds.
- Ratify Corrective Action Plans (Attachments "B", "C" and "D") approving transfer of prior Fiscal Year LCTOP grant funds to the FY 2022-23 Free Fare program.
- Authorize Executive Director to execute agreements (Attachment "E") with grant recipients for FY 2022-23 LCTOP Battery Electric Charging Infrastructure (BECI) grant funds.
- Approve budget amendment to the FY 2024-25 Transit Grant Administration budget increasing

revenues by \$400,000 in LCTOP funds and increasing expenditures by \$400,000 as Pass-Through to grant recipients Simi Valley and Moorpark.

Responsible Staff: Heather Miller, Program Manager Programming

10D. RESOLUTION APPROVING VENTURA COUNTY'S FISCAL YEAR (FY) 2024/2025 STATE OF GOOD REPAIR PROJECT LIST- PG.19

Recommended Action:

- Adopt a Resolution 2024-10 (Attachment "A") approving the project list for the FY 2024/2025 State of Good Repair funds for a total of \$1,689,795 and authorizing the Executive Director to submit all required documents to receive the funds.

Responsible Staff: Heather Miller, Program Manager Programming

10E. CLOSEOUT OF FY 2023 FEDERAL TRANSIT ADMINISTRATION TRIENNIAL REVIEW- PG.23

Recommended Action:

- Receive and file.

Responsible Staff: Peter De Haan, Programming Director

10F. ADOPTION OF DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL FOR VCTC AND SUBRECIPIENTS FOR PROJECTS FUNDED BY THE FEDERAL TRANSIT ADMINISTRATION (FTA)- PG.25

Recommended Action:

- Adopt a Disadvantaged Business Enterprise (DBE) annual goal of 1.34%, with 0.65% to be met through race- and gender-neutral means, and 0.69% through gender- and race-conscious means, for VCTC and subrecipient contracts funded by the Federal Transit Administration for Federal Fiscal Years (FFY) 2024/25 through 2026/27.

Responsible Staff: Peter De Haan, Programming Director

10G. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) AWARDS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ)/CARBON REDUCTION PROGRAM (CRP) / SURFACE TRANSPORTATION PROGRAM (STP) FUNDS - PG.27

Recommended Action:

- Receive and file.

Responsible Staff: Geiska Velasquez, Program Manager Programming

10H. SECTION 5310 FUNDED VAN PURCHASE FOR HELP OF OJAI - PG.31

Recommended Action:

- Approve agreement (Attachment A) with HELP of Ojai to provide a van using \$54,400 of Federal Transit Administration (FTA) Section 5310 funds with match provided by HELP of Ojai.
- Authorize Executive Director to place an order with Creative Bus Sales to purchase on behalf of HELP of Ojai a Class D BraunAbility Chrysler Voyager- Side Entry lift-equipped vehicle through the California Association for Coordinated Transportation (CalACT) purchasing schedule, at a total cost of \$78,585.24, contingent upon the receipt of \$24,185.24 in match from HELP of Ojai.
- Amend Transit Grant Administration Budget to increase Equipment by \$10,586 to \$78,586, with the increase funded with an additional \$10,586 in Local Contributions revenue.

Responsible Staff: Geiska Velasquez, Program Manager Programming

10I. [SB 125 UPDATED FUNDING DISTRIBUTION- PG.33](#)

Recommended Action:

- *Approve SB125 updated funding distribution.*
- *Approve budget amendment for the FY24-25 Transit Grant Administration budget to increase revenues in amount of \$22,275,700 in Transit and Intercity Rail Capital Program (TIRCP) SB 125 funds, \$2,348,047 in Public Transportation Account (PTA) funds and \$2,718,951 in Greenhouse Gas Reduction Fund (GGRF) funds, and to increase expenditures in the amount of \$27,342,698 in Pass Through.*
- *Approve budget amendment for the FY24-25 Regional Transit Technology budget to increase revenues in amount of \$4,900,000 in TIRCP SB 125 funds and increase the Equipment line item by the same amount.*
- *Approve budget amendment for the FY24-25 Metrolink budget to increase revenues in amount of \$1,500,000 in TIRCP SB 125 funds and increase the Operations line item by the same amount.*
- *Approve budget amendment for the FY24-25 VCTC Intercity budget to increase revenues in amount of \$80,000 in TIRCP SB 125 funds and increase the Bus and Equipment line item by the same amount.*
- *Authorize Executive Director to execute agreements with the transit agencies for the SB 125 funds.*

Responsible Staff: Claire Grasty, Public Transit Director & Peter De Haan, Programming Director

10J. [VALLEY EXPRESS BUDGET AMENDMENT \(HWY 150\)- PG.37](#)

Recommended Action:

- *Approve budget amendment for the FY24-25 Valley Express budget to carry-over STA Transfer in \$7,500 for the Highway 150 Emergency Shuttle and increase the Contract Services line item in the amount by \$7,500.*
- *Approve a budget amendment to carry over the State Transit Assistance budget to increase the STA Transfer out to Valley Express by \$7,500.*
- *Approve budget amendment for the FY24-25 Valley Express budget in the amount of \$250,000 in SB125 TIRCP funds to use for operations and grant matching funds for the new Fillmore-Moorpark Route and increase Contract Services line item by \$250,000.*
- *Approve budget amendment for the FY24-25 Valley Express budget in the amount of \$250,000 in additional SB125 TIRCP funds to use as grant matching funds for the replacement Valley Express bus fleet and increase Vehicle Replacements line item by \$250,000.*

Responsible Staff: Matt Miller, Program Manager Transit Contracts

10K. [CLIMATE ADAPTATION PLANNING GRANT APPLICATION UPDATE- PG.39](#)

Recommended Action:

- *Receive and file an update on the VCTC grant application to the Governor's Office of Planning and Research Climate Adaptation Planning Grant Program to develop a Ventura County transportation network climate adaptation assessment and action plan.*

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

10L. [SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING \(MOU\) AMENDMENT WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY \(SCRRA\)- PG.41](#)

Recommended Action:

- *Authorize the Executive Director to negotiate and execute a Memorandum of Understanding (MOU) amendment between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for Legal efforts required for the Simi Valley Double Track Project.*
- *Amend the FY2024-2025 VCTC Metrolink budget by adding \$125,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$125,000.*

Responsible Staff: Aubrey Smith, Program Manager Regional Transit Planning

10M. [RESOLUTION SUPPORTING “CALIFORNIA CLEAN AIR DAY,” OCTOBER 2, 2024- PG.43](#)

Recommended Action:

- Approve a Resolution 2024-11 supporting “California Clean Air Day” on October 2, 2024.

Responsible Staff: Martin Erickson, Executive Director

10N. [LEGISLATIVE UPDATE- PG.45](#)

Recommended Action:

- Receive and file.

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

10O. [RESOLUTION TO ACCEPT STATE HIGHWAY ACCOUNT FUNDING FOR THE FREEWAY SERVICE PATROL \(FSP\) PROGRAM- PG.65](#)

Recommended Action:

- Adopt Resolution No. 2024-12 to Provide Twenty-Five Percent (25%) Local Matching Fund Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-25-6155(128) with Caltrans to Accept State Highway Account Funding Allocation for Freeway Service Patrol Operations.

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

10P. [VENTURA COUNTY TRANSPORTATION MODEL \(VCTM\) UPDATE- PG.67](#)

Recommended Action:

- Approve release of a Request for Proposals (RFP) for Consultant Services to update the Ventura County Transportation Model.

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

10Q. [DISASTER RECOVERY CONSULTANT SERVICES REQUEST FOR PROPOSALS- PG.69](#)

Recommended Action:

- Ratify release of a Request for Proposals (RFP) for Disaster Recovery Consultant Services.

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

10R. [SCAG REGIONAL EARLY ACTION PLANNING COUNTY TRANSPORTATION COMMISSIONS PARTNERSHIPS PROGRAM BUDGET AMENDMENT- PG.71](#)

Recommended Action

- Approve an Amendment to the Santa Paula Branch Line Program Budget to increase revenues by \$77,000 in a new SCAG REAP CTC PP category, increase revenues by \$1,600,000 in a new Surface Transportation Block Grant (STBG) category, and to increase expenditures by a corresponding \$1,677,000 in the Consultant Services category.
- Approve an Amendment to the Regional Transportation Planning Program Budget to increase revenues by \$300,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$300,000 in the Consultant Services category.
- Approve an Amendment to the Regional Transit Planning Program Budget to increase revenues by \$2,100,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$2,100,000 in the Consultant Services category.
- Approve an Amendment to the Accessibility Services Program Budget to increase revenues by \$300,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$300,000 in the Consultant Services category.
- Approve an Amendment to the Regional Transit Technology Program Budget to increase revenues by \$1,000,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$500,000 in the Consultant Professional Services category and \$500,000 in the Equipment category.

Responsible Staff: Caitlin Brooks, Program Manager Transportation Planning

10S. [BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT- PG.75](#)

Recommended Action:

- *Receive and file.*

Responsible Staff: Dolores Lopez, Transit Planner

10T. [REQUEST FOR PROPOSALS FOR CONSTRUCTION MANAGEMENT SERVICES \(CMS\) FOR THE CAMARILLO STATION AMERICANS WITH DISABILITIES ACT \(ADA\) IMPROVEMENT PROJECT- PG.81](#)

Recommended Action:

- *Authorize the Executive Director to release a Request for Proposals (RFP) for Construction Management Services (CMS) for the Camarillo Station ADA Improvement Project.*

Responsible Staff: Aubrey Smith, Program Manager Regional Transit Planning

10U. [CHARGING AND FUELING INFRASTRUCTURE CORRIDOR DISCRETIONARY GRANT PROGRAM \(CFI CORRIDOR PROGRAM\) JOINT APPLICATION WITH COUNTY OF VENTURA AND THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS \(AMBAG\)- PG.83](#)

Recommended Action:

- *Support AMBAG's Central Coast Corridor Grant Application for \$624,990 to be used for the installation, operation, and maintenance of electric vehicle (EV) charging infrastructure at the Camarillo Transit Station.*
- *Authorize Executive director to sign a Letter of Intent to be submitted with the CFI Corridor Grant Application.*

Responsible Staff: Aubrey Smith, Program Manager Regional Transit Planning

DISCUSSION CALENDAR:

11. [METROLINK UPDATE- PG.85](#)

Recommended Action:

- *Receive and file presentation.*

Responsible Staff: Claire Grasty, Public Transit Director

12. [SESPE CREEK OVERFLOW RAILROAD BRIDGE UPDATE AND APPROVE CONTRACT FOR EMERGENCY REPAIRS- PG.89](#)

Recommended Action:

- *Receive an update on efforts to repair and reconstruct the Sespe Creek Overflow railroad bridge.*
- *Ratify release of Invitation for Bids (IFB) for emergency repairs to stabilize the west embankment of the Sespe Creek Overflow and approach to the railroad bridge.*
- *Authorize the Executive Director to finalize an award and execute an Agreement with Summer Construction to complete the emergency repairs in an amount not to exceed \$823,226.30.*
- *Authorize the Executive Director to exercise Option 1 to the Agreement in the event of an emergency.*
- *Receive a report requested by the Federal Emergency Management Agency (FEMA) on the benefits and costs of three alternatives for the permanent repairs to the Sespe Creek Overflow railroad bridge and direct staff to continue to pursue Alternative 1 (Partial Bridge Repair).*

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

13. [ARROYO SIMI BRIDGE SUICIDE PREVENTION TASK FORCE UPDATE - PG.93](#)

Recommended Action:

- *In recognition of September as Suicide Prevention Month, receive and file an update on the Arroyo Simi Bridge Suicide Prevention Task Force efforts, including a physical barrier and community-based solutions.*

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

14. [SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JUNE, JULY AND AUGUST 2024- PG.95](#)

Recommended Action:

- *Receive and file a report on Santa Paula Branch Line updates for the months of June, July and August 2024.*

Responsible Staff: Amanda Fagan, Planning and Sustainability Director

15. **GENERAL COUNSEL REPORTS-**

16. **AGENCY REPORTS:**

Southern California Association of Governments (SCAG)

Primary: Commissioner 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: Chair Bryan MacDonald

Alternate: Commissioner Jim White

Coastal Rail Coordinating Council-CRCC

Primary: Chair Bryan MacDonald

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Mike Johnson

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Mike Johnson

17. **ADJOURN to 9:00 a.m. Friday, October 4, 2024**, at the City of Camarillo Library, located at 4101 Las Posas Road. Camarillo, CA 93010.



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Item 10A

September 6, 2024

MEETING MINUTES OF JUNE 7, 2024, REGULAR VCTC COMMISSION MEETING AT 9:00 A.M.

CALL TO ORDER:

Chair LaVere called the regular meeting of the Ventura County Transportation Commission to order at 9:04 a.m. at the City of Camarillo Library, 4101 Las Posas Road, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Chair LaVere.

ROLL CALL/MEMBERS PRESENT:

Matt LaVere, County of Ventura
Mike Judge, City of Simi Valley
Carrie Broggie, City of Fillmore
Daniel Chavez, Citizen Rep., Cities
Jenny Crosswhite, City of Santa Paula
Bob Engler, City of Thousand Oaks
Suza Francina, City of Ojai
Vianey Lopez, County of Ventura
Jim White, Rep., Ventura County
Marlon Regisford, Caltrans District 7 Dir. Planning & Local Assistance

ABSENT:

Chris Enegren, City of Moorpark
Jeff Gorell, County of Ventura
Mike Johnson, City of Ventura
Bryan MacDonald, City of Oxnard
Martha McQueen-Legohn, City of Port Hueneme
Kelly Long, County of Ventura
Janice Parvin, County of Ventura
Tony Trembley, City of Camarillo

4. PUBLIC COMMENTS – There were none.

5. CALTRANS REPORT- Marlon Regisford, Caltrans District 7 Director of Planning and Local Assistance, gave a verbal Caltrans report update for the month of June to the commission.

6. COMMISSIONER REPORTS –

Commissioner White thanked Caltrans for the bridge clean-up and also reminded all of the upcoming X Games coming to Ventura County June 28 through June 30.

Commissioner Crosswhite stated she is looking forward to the opening of Highway 150.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following items:

- VCTC has received another ACFR award! VCTC's annual comprehensive financial report (ACFR) for the fiscal year ended June 30, 2023, has met the requirements to be awarded **GFOA's Certificate of Achievement for Excellence in Financial Reporting**. The GFOA established the Certificate of Achievement for Excellence in Financial Reporting Program (Certificate Program) in 1945 to encourage and assist state and local governments to go beyond the minimum requirements of generally accepted accounting principles to prepare annual comprehensive financial reports that evidence the spirit of transparency and full disclosure and then to recognize individual governments that succeed in achieving that goal. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting. This is VCTC's 15th year achieving this award.
- VCTC joins other local transit operators in offering free rides on **Dump the Pump Day** to encourage the public to dump the pump and ride transit. Operators will provide free rides on **Monday, June 17** during normal service hours. Participating operators are Camarillo Area Transit, Gold Coast Transit District, Moorpark City Transit, Ojai Trolley, Simi Valley Transit, Thousand Oaks Transit, Valley Express, and VCTC Intercity.
- City of Moorpark and Didi Hirsch hosted a **Suicide Prevention Webinar on May 30, 2024**. The webinar and training materials were developed through the Arroyo Simi Bridge Suicide Prevention Task Force, which is co-convened by Caltrans District 7 and VCTC. A Spanish language webinar will be held on June 13th. In addition, Caltrans continues to make progress on the funding, design, engineering and procurement for the Arroyo Simi Bridge barrier fence, with anticipated completion in 2025.
- On June 3, VCTC submitted an application to the **Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant program (CAPG)** to develop a Ventura County Multimodal Transportation Network Climate Adaptation Assessment and Action Plan. The application is a collaboration with Co-Applicant Ventura County Community Foundation, with support from the County of Ventura, City of Santa Paula, The Nature Conservancy, and the Port of Hueneme.
- VCTC solicited for and selected a consultant to provide support to VCTC to amend the **Ventura County Comprehensive Transportation Plan (2023)**. In accordance with Commission direction, the amendment will more fully address agency and public comments received during the preparation of the 2023 Plan and ensure a concise, consistent, and cohesive amended Plan for Commission approval. Staff anticipates bringing the amended Plan to the Commission in November/December 2024 for approval.
- On May 15, VCTC participated in a virtual community workshop meeting convened by the **City of Ventura's Rails with Trails project team** in support of the City's ongoing efforts to plan, design, and conduct community engagement for the 4-mile section of the SPBL Trail from East Ventura/Montalvo Metrolink Station to Saticoy Depot. On May 23, VCTC participated in an in-person community workshop held at the Jose Flores Community Center in Saticoy. Both meetings were well attended and facilitated a community dialogue on trail design, amenities, maintenance, and management. See attached photos.
- On May 17, VCTC participated in the **Offshore Wind and Green Energy Stakeholders Roundtable** convened by Assemblymember Steve Bennett and State Senator Monique Limón and hosted by the Port of Hueneme. The relationship between transportation, greenhouse gas emissions, and clean energy solutions was a key topic of discussion.
- On Tuesday, June 4th, the County Board of Supervisors voted to award Toro Enterprises the construction contract for the **El Rio Pedestrian Improvement** project. This significant project was the recipient of a \$5,089,000 state's Active Transportation Program grant, which was the first grant ever received by a Ventura County agency from the statewide competitive portion of that program. Due to the bids coming in significantly over estimate, the action of the Supervisors committed \$6,200,000 of County funds to this project, to allow it to go to construction without delay. Although VCTC is pleased to see the project moving forward and very appreciative to the Supervisors for their commitment of the additional funds, there is cause for concern due to an ongoing pattern of significant cost increases relative to the original estimates. Over the coming months, my staff plans to work with the County Public Works Agency and TTAC to evaluate the current construction bidding environment and determine how to make provisions for other upcoming projects that are likely to require more funds than was programmed.

8. ADDITIONS/REVISIONS – There were none.

9. CONSENT CALENDAR –

Commissioner Chavez moved to approve consent calendar items 9A through 9N. The motion was seconded by **Commissioner Judge** and passed unanimously.

9A. APPROVE MINUTES OF MAY 10, 2024, MEETING

Recommendation:

- Approve the summary minutes of May 10, 2024.

9B. MONTHLY BUDGET REPORT

Recommendation:

- Receive and file the monthly budget report for April 2024.

9C. RESOLUTION NO. 2024-06 TO CLAIM FISCAL YEAR 2024/2025 TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS, STATE TRANSIT ASSISTANCE FUNDS AND STATE OF GOOD REPAIR FUNDS

Recommendation:

- Approve Resolution No. 2024-06 authorizing VCTC's claims for Fiscal Year 2024/2025 Transportation Development Act Local Transportation Funds, State Transit Assistance funds and State of Good Repair funds for transit, planning, and administration.

9D. AUTHORIZATION TO AMEND VALLEY EXPRESS BUDGET

Recommendation:

- Approve budget amendment for the FY23-24 Valley Express budget to increase revenues in the amount of \$250,000 in STA funds and \$150,000 in SB 125 TIRCP funds.
- Increase Contract Services line item by \$250,000.
- Approve a budget amendment to the State Transit Assistance budget to increase the STA transfer out to Valley Express by \$250,000, \$150,000 of which to only be used as contingency.

9E. GUIDELINES AND SCHEDULE FOR 2024 COMBINED CALL-FOR-PROJECTS FOR FTA SECTION 5310 LARGE URBANIZED AREA (SENIORS AND DISABLED) FUNDS SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS, AND ACCESS FOR ALL (AFA) FUNDS

Recommendation:

- Approve the Guidelines and Schedule for the 2024 Combined Call-for-Projects for FTA Section 5310 Large Urbanized Area (Seniors and Disabled) funds, Section 5307 Jobs Access and Reverse Commute (JARC) funds, and the California Public Utilities Council (CPUC) Access-for-All (AFA) funds, and direct staff to release the Call-for-Projects.

9F. FISCAL YEAR (FY) 2023/2024 BUDGET AMENDMENT FOR TRANSIT GRANT ADMINISTRATION PROGRAM

Recommendation:

- Amend the FY 2023/2024 Transit Grant Administration budget to increase revenues by \$52,000, with \$41,000 from Federal Transit Administration (FTA) Section 5307 funds and \$11,000 funded from Local Transportation Funds Transfers in fund balance (LTF) and increase expenses by \$18,600 for salaries, \$9,400 for fringe benefits, and \$24,000 for indirect costs.

9G. FY 2023/2024 SECTION 5311 RURAL TRANSPORTATION GRANT APPLICATION AUTHORIZATION RESOLUTION

Recommendation:

- Adopt attached Resolution 2024-08, authorizing the Executive Director to execute all required documents to receive FY 2023/24 Section 5311 Rural Transportation funds.

9H. APPOINTMENTS TO SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)-

Recommendation:

- Appoint the following potential representatives to the Social Services Transportation Advisory Council

- Housing Authority of the City of San Buenaventura
- ACTION Ventura County
- Senior Concerns
- HELP of Ojai
- Interface/211

9I. CSUCI COOPERATIVE AGREEMENT – FISCAL YEAR 2024-2025 EXTENSION

Recommendation:

- Approve Amendment No. 26 to the Cooperative Agreement between California State University Channel Islands (CSUCI) and VCTC for Fiscal Year 2024-2025 bus service to CSUCI.

9J. TDA/LTF FINAL APPORTIONMENT FOR FISCAL YEAR 2024/2025

Recommendation:

- Approve the Local Transportation Fund Final Apportionment for Fiscal Year 2024/2025, apportioning \$52.4 million as shown in Attachment A.

9K. REVISED AGREEMENT WITH CALIFORNIA HIGHWAY PATROL FOR MOTORIST AID CALLBOX DISPATCH SERVICES

Recommendation:

- Approve a revised Agreement with California Highway Patrol (CHP) for Answering and Dispatch Services for the Motorist Aid Emergency Roadside Assistance Callbox system in Ventura County.

9L. CONTRACT AMENDMENT WITH RAILPROS, INC.

Recommendation:

- Approve Contract Amendment #2 with RailPros, Inc. in the amount of \$111,202 and authorize the Executive Director to execute the contract amendment.
- Authorize the Executive Director to negotiate and execute an agreement with the City of Oxnard for a combined Equivalent Facilitation Request Report (Level Boarding Report).

9M. INVESTMENT POLICY

Recommendation:

- Adopt the Investment Policy as shown in Attachment 1.

9N. VALLEY EXPRESS VEHICLE REPLACEMENTS

Recommendation:

- Approve vehicle replacement choices for the Valley Express transit service and proceed with the order.

DISCUSSION CALENDAR:

10. FISCAL YEAR 2024/2025 PROPOSED BUDGET

Recommendation:

- Conduct a Public Hearing to receive testimony on the Fiscal Year 2024/2025 Budget.
- Adopt the Fiscal year 2024/2025 Salary Schedule (Attachment 1 of this item and Appendix C in the Fiscal Year 2024/2025 Budget) effective July 1, 2024
- Adopt, by Resolution No. 2024-07, the proposed Fiscal Year 2024/2025 Budget.

Sally DeGeorge, Director of Finance and Martin Erickson, Executive Director gave the Fiscal Year 2024/2025 Budget PowerPoint presentation to the commission.

Chair LaVere opened the public hearing of the Fiscal Year 2024/2025 Budget at 9:25 a.m. There were no public comments submitted to VCTC for the VCTC Fiscal Year 2024/2025 Proposed Budget-Public Hearing.

Chair LaVere closed the public hearing at 9:56 a.m.

Commissioner Chavez moved to approve item 10 Fiscal Year 2024/2025 Proposed Budget. The motion was seconded by **Commissioner Judge** and passed unanimously.

11. LEGISLATIVE UPDATE

Recommendation:

- Receive and file.

Darrin Peschka Program Manager Government and Community Relations, gave a PowerPoint presentation to the commission on item 11 Legislative Update in which she discussed the current legislative update. The commission received and filed the legislative update.

12. OUTREACH PROGRAM UPDATE

Recommendation:

- Receive and file.

Responsible Staff: Darrin Peschka

Darrin Peschka, Program Manager Government and Community Relations, gave a PowerPoint presentation to the commission on Item 12 Outreach Program updates for 2023/2024. The commission received and filed VCTC's Outreach Program updates for 2023/2024.

13. SANTA PAULA BRANCH LINE UTILITY LICENSE AGREEMENT FOR BROADBAND INFRASTRUCTURE DEPLOYMENT

Recommendation:

- Approve Utility License Agreement with the County of Ventura for deployment of approximately thirty-two miles of fiber optic cable and associated broadband infrastructure along the Santa Paula Branch Line right-of-way.
- Authorize the Executive Director to execute the Utility License Agreement upon acceptance of any final edits to the Agreement.

Responsible Staff: Amanda Fagan

Item 13 was moved up in the discussion calendar and took place immediately after item 10 Fiscal Year 2024/2025 Proposed Budget.

Amanda Fagan, Director of Planning and Sustainability gave a PowerPoint presentation on item 13 Santa Paula Branch Line Utility License Agreement for Broadband Infrastructure Deployment. Terry Theobald, Ventura County Chief Information Officer thanked staff and the commission for their support and stated this would be the first phase of the broadband infrastructure project.

Commissioner Engler moved to approve item 13 Santa Paula Branch Line Utility License Agreement For Broadband Infrastructure Deployment. The motion was seconded by **Commissioner White** and passed unanimously.

14. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MAY 2024

Recommendation:

- Receive and file a report on Santa Paula Branch Line updates for the month of May 2024.

Responsible Staff: Amanda Fagan

Amanda Fagan, Director of Planning and Sustainability gave a PowerPoint presentation on item 14 Santa Paula Branch Line Monthly Updates for May 2024.

15. GENERAL COUNSEL REPORTS-

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Vice-Chair Judge reported that SCAG through CRP, CMAQ and STBG project awards Ventura County was awarded full funding for all of their projects.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Engler stated Metrolink is slowly regaining ridership post Covid-19. He also reported Metrolink is looking forward to the 2028 LA Olympics which is anticipated to be a car-free Olympics. Metrolink is going to be a part of the solution for this. Currently one of the proposals from Metrolink is looking at ways to pay for this. Metrolink is looking into a transportation surcharge to pay for these costs.

Executive Director Martin Erickson announced the very first Government and Disability Summit will be coming to Ventura County put together, by Dani Anderson, Ventura County Disability Access Manager. The summit is scheduled to happen September 24th through September 27th.

Dani Anderson, Ventura County Disability Access Manager, thanked the commission and stated she appreciates the support from all the transit agencies in the county. Ms. Anderson also commented they are currently working on breakout sessions and encouraged all to reach out to her with any breakout session ideas for the Government and Disability Summit.

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

Primary: Chair Bryan MacDonald

Alternate: Commissioner Jim White

Commissioner White thanked Gold Coast Transit District for hosting last month's LOSSAN meeting at their facility.

Coastal Rail Coordinating Council-CRCC

Primary: Chair Bryan MacDonald

Alternate: Commissioner Jeff Gorell

There were none.

California Association of Councils of Governments

Primary: Commissioner Mike Johnson

There were none.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Mike Johnson

There were none.

- 17. ADJOURN to 9:00 a.m. Friday, JULY 12, 2024**, at the City of Camarillo Library, located at 4101 Las Posas Road. Camarillo, CA 93010.



Item 10B

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Staff is still performing the lengthy yearend closing process of the prior fiscal year which historically does not occur until the end of September. In order to give the Commission an accurate monthly budget report, the July and August monthly budget reports will be included as part of next month's agenda.

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



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Item 10C

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: HEATHER MILLER, PROGRAM MANAGER
SUBJECT: REVISED ALLOCATION REQUEST AMOUNTS FOR FY 2023-24 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) GRANT FUNDS

RECOMMENDATION:

- Approve the revised Ventura County Transportation Commission (VCTC) FY 2023-24 Low Carbon Transit Operations Program (LCTOP) Grant Allocation Request totaling \$2,234,815 to fund the following two projects:
 - Free Fare program (\$1,504,815, which includes Cities of Camarillo, Moorpark, Simi Valley, and Thousand Oaks Local Shares of \$47,843).
 - Metrolink Weekend Service (\$730,000).
- Adopt Resolution 2024-09 (Attachment "A") revising previous allocation request amounts and authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form to receive FY 2023-24 LCTOP Grant funds.
- Ratify Corrective Action Plans (Attachments "B", "C" and "D") approving transfer of prior Fiscal Year LCTOP grant funds to the FY 2022-23 Free Fare program.
- Authorize Executive Director to execute agreements (Attachment "E") with grant recipients for FY 2022-23 LCTOP Battery Electric Charging Infrastructure (BECI) grant funds.
- Approve budget amendment to the FY 2024-25 Transit Grant Administration budget increasing revenues by \$400,000 in LCTOP funds and increasing expenditures by \$400,000 as Pass-Through to grant recipients Simi Valley and Moorpark.

BACKGROUND:

The Low Carbon Transit Operations Program (LCTOP) provides funds to public transportation agencies for investments in capital projects and service that reduce greenhouse gas (GHG) emissions and improve mobility with a priority on serving Disadvantaged Communities. The State Controller's Office (SCO) released a FY 2023-24 LCTOP Eligibility List in February with a total of \$2,897,142 in overall funds allocated to Ventura County, thus opening the year's LCTOP call-for-projects, with allocation requests due to Caltrans in April. This Commission approved an allocation request for FY 2023-24 LCTOP funds in April 2024. FY 2022-23 LCTOP funding for the BECI project was approved by this Commission in May 2023.

DISCUSSION

On April 5, this Commission approved an allocation request for FY 2023-24 LCTOP funds for the Free Fare program which provides cost-free transit in Ventura County to college enrolled students and youth and to the general public on select days. The Commission also approved LCTOP funds for Metrolink "Weekend Service". Both allocation requests were based on the funding

needs of the programs at that time. The funding needs established for the Free Fare program were calculated based on an expectation that Senate Bill (SB) 125 revenues would be available in FY 2023-24 to supplement the program's growing cost due to increasing demand. SB 125 allocated \$4 billion in General Funds statewide in 2023 with the intent of providing one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions can be identified. The funds were to be distributed by April 30, 2024. The State's Budget deficit, however, led to a freeze of the SB 125 funds, resulting in delay and uncertainty of when or if VCTC would receive the funds. VCTC staff therefore launched an effort to fill a funding gap for the Free Fare program in FY 2023-24 by transferring existing LCTOP funds from other projects that would not be negatively impacted by a delay or decrease in funding, or that identified alternative funding through other revenue sources. These projects included the Metrolink Weekend Service and the BECI project. When the Budget Act of 2024 was finally adopted in July, the California Transportation Agency (CalSTA) released nearly \$2 billion as part of the first wave of SB 125 funding. VCTC received a letter of approval for the first-year allocation request in August, however, VCTC has not yet received the funds. The redistribution of Ventura County SB 125 funds is identified in Item #10I of this agenda.

At present, the Free Fare program continues to operate at full capacity with the use of the transferred funds. The Corrective Action Plan (Attachment "B") transferring any remaining balance of the LCTOP FY 2020-21 Grant funded College Ride program to the Free Fare program was approved by this Commission at the April 5 meeting.

Staff seeks ratification of the Corrective Action Plan (Attachment "C") transferring FY 2021-22 Metrolink Weekend Service LCTOP Grant funds of \$487,600 to the Free Fare program.

Additionally, staff seeks ratification of the Corrective Action Plan (Attachment "D") transferring \$370,915 in FY 2022-23 BECI grant funds to the Free Fare program. The Ventura County BECI project provides resources to assist local operators pursuing a battery electric fuel path. Funds are used for the construction, purchase, and installation of battery electric charging infrastructure. The BECI project was approved by this Commission for LCTOP funds in May 2023. VCTC Intercity, City of Camarillo, and the City of Ojai were allocated LCTOP funds for BECI projects but have secured alternative funding. The Cities of Moorpark and Simi Valley were also allocated LCTOP funding and will continue to use these funds for their projects. The unfunded BECI projects are anticipated to be funded with forthcoming SB 125 funds. Staff seeks approval of the draft agreement (Attachment "E") to be executed with participating agencies of the BECI project to receive their funds. The Cities of Moorpark and Simi Valley were each awarded \$200,000 for their respective projects. Staff requests a budget amendment to the FY 2024-25 Transit Grant Administration budget to increase revenues by \$400,000 in LCTOP funds, and to increase expenditures by the same amount of \$400,000 to pass-through grant funds to the cities.

Finally, due to the fund transfers just described, the funding needs of the Free Fare program and Metrolink Weekend Service have changed since the original allocation request in April such that the FY 2023-24 allocation request recommended for Metrolink Weekend Service is increased to \$730,000 and the Free Fare program is reduced to \$1,504,805. The attached Resolution (Attachment 'A') is revised to reflect these changes.



Item 10D

September 06, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: HEATHER MILLER, PROGRAM MANAGER
SUBJECT: RESOLUTION APPROVING VENTURA COUNTY’S FISCAL YEAR (FY) 2024/2025 STATE OF GOOD REPAIR PROJECT LIST

RECOMMENDATION:

- Adopt Resolution 2024-10 (Attachment “A”) approving the project list for the FY 2024/2025 State of Good Repair funds for a total of \$1,689,795 and authorizing the Executive Director to submit all required documents to receive the funds.

BACKGROUND:

Senate Bill 1 (SB 1), signed into law in April of 2017, provides a steady source of revenue from the Transportation Improvement Fee on vehicle registrations to rehabilitate and modernize existing local transit systems. This investment in public transit is called the State of Good Repair Program (SGR) and funds are distributed to local agencies (99314) and regional entities (99313) using the same formula as State Transit Assistance (STA). Table 1 provides a breakdown of the available FY 2023/2024 SGR funding for Ventura County:

Table 1. State of Good Repair January Fund Estimates for FY 2024/2025

Agency	SGR PUC 99314 Fund Estimate	SGR PUC 99313 Fund Estimate
City of Camarillo	\$ 9,095	
Gold Coast Transit District	\$ 51,734	
City of Moorpark	\$ 3,632	
City of Simi Valley	\$ 14,136	
City of Thousand Oaks	\$ 5,131	
SCRRA (Metrolink)	\$ 153,732	
Ventura County Transportation Commission		\$ 1,452,335
TOTAL	\$ 237,460	\$ 1,452,335
	TOTAL	\$ 1,689,795

DISCUSSION:

As Ventura County’s Regional Transportation Planning Agency (RTPA), the VCTC is required to compile and forward to Caltrans a combined list of eligible projects for the region proposed to be

funded with State of Good Repair funds. VCTC will then receive and sub-allocate the SGR funds to transit operators in the amounts claimed according to the published August SCO estimates above.

Project Selection

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

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

The proposed FY 2024/2025 State of Good Repair projects for Ventura County, as proposed by local operators and meeting with SGR guidelines, are listed in Table 2:

Table 2. State of Good Repair Ventura County Project List for FY 2024/2025 SGR Funds.

Agency	Project Title	Project Description	Proposed SGR Funding
Gold Coast Transit District	Nine (9) Replacement CNG Buses	SGR funds to match CMAQ funds for Replacement CNG Bus purchase per TAM Plan.	\$ 51,734
City of Camarillo	Replacement of One Minivan	SGR funds as local match for the purchase of one replacement minivan.	\$ 9,095
City of Simi Valley	Bus Stop Improvements	Purchase and installation of bus stop signage and amenities, and renovation of existing bus stops; approved in the City's 5 Year Capital	\$ 14,136
City of Thousand Oaks/City of Moorpark	Purchase Six DAR Vans	Purchase of six (6) replacement dial-a-ride vans.	\$ 8,763
VCTC (99313)	Thousand Oak's Six DAR Van Purchase	Thousand Oak's purchase of six (6) replacement dial-a-ride vans.	\$ 1,452,335
SCRRA/Metrolink (99314)	FY25 Systemwide Track Rehabilitation	Systemwide Track Rehabilitation to address recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog including rail grinding; Surfacing Program to restore track profiles and cross-	\$ 153,732
TOTAL			\$ 1,689,795

Due to the significant reporting requirements, audit costs, and relatively small funding amounts, the City of Moorpark has declined to submit a project to use their share of FY 2024/25 SGR funds, instead contributing their funds to a project selected by the City of Thousand Oaks. Both the City of Moorpark’s local share of \$3.632 and VCTC’s regional (PUC 99313) population formula funds of \$1,452,335 will contribute to the City of Thousand Oak’s purchase of six (6) dial-a-ride vans. The award of regional share funds was approved by the Commission on December 2, 2022, as part of the “Congestion Mitigation and Air Quality (CMAQ) / Transportation Development Act (TDA) Article 3 / State of Good Repair (SGR)” Call for Projects.

SCRRA/Metrolink PUC 99314 revenue formula funds based upon the portion of Metrolink’s service within Ventura County in the amount of \$153,732 will contribute funding to projects in SCRRA’s Systemwide Track Rehabilitation program.

Staff has reviewed the projects submitted by local transit operators for their revenue formula funds (PUC 99314) and determined the projects are consistent with the requirements of the SGR program. Therefore, staff recommends the Commission adopt Resolution #2024-10 approving the list of SGR projects for FY 2024/2025 State of Good Repair funds and authorizing the Executive Director to submit all required documents to receive the funds.

RESOLUTION #2024-10

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
APPROVING THE PROJECT LIST TO RECEIVE
FY 2024/2025 CALIFORNIA STATE OF GOOD REPAIR PROGRAM FUNDS**

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

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

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

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

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

WHEREAS, VCTC has determined the projects listed in Exhibit A are consistent with the adopted 2023 SGR Program Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Ventura County Transportation Commission approves the region's State of Good Repair project list in Exhibit A for Fiscal Year 2024/2025 State of Good Repair Program Funds.

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

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

PASSED AND ADOPTED on this 6th day of September 2024 by VCTC action.

Matt LaVere, Chair

ATTEST:

Roxanna Ibarra, Clerk of the Board

APPROVED AS TO FORM:

Steven Mattas, General Counsel

Exhibit A

Table 2. State of Good Repair Ventura County Project List for FY 2024/2025 SGR Funds.

Agency	Project Title	Project Description	Proposed SGR Funding
Gold Coast Transit District	Nine (9) Replacement CNG Buses	SGR funds to match CMAQ funds for Replacement CNG Bus purchase per TAM Plan.	\$ 51,734
City of Camarillo	Replacement of One Minivan	SGR funds as local match for the purchase of one replacement minivan.	\$ 9,095
City of Simi Valley	Bus Stop Improvements	Purchase and installation of bus stop signage and amenities, and renovation of existing bus stops; approved in the City's 5 Year Capital	\$ 14,136
City of Thousand Oaks/City of Moorpark	Purchase Six DAR Vans	Purchase of six (6) replacement dial-a-ride vans.	\$ 8,763
VCTC (99313)	Thousand Oak's Six DAR Van Purchase	Thousand Oak's purchase of six (6) replacement dial-a-ride vans.	\$ 1,452,335
SCRRA/Metrolink (99314)	FY25 Systemwide Track Rehabilitation	Systemwide Track Rehabilitation to address recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog including rail grinding; Surfacing Program to restore track profiles and cross-	\$ 153,732
TOTAL			\$ 1,689,795



Item 10E

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: CLOSEOUT OF FY 2023 FEDERAL TRANSIT ADMINISTRATION TRIENNIAL REVIEW

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Every three years, the Federal Transit Administration (FTA) conducts a review of compliance with FTA funding requirements. The review includes VCTC as well as its subrecipients receiving FTA funds passed-through VCTC. FTA initiated its most recent Triennial Review on October 27, 2022. The review included inspection of various documents as well as virtual meetings with VCTC and selected subrecipients. The review covered 23 areas including: Legal, Financial Management and Capacity, Technical Capacity – Award Management, Technical Capacity – Program Management & Subrecipient Oversight, Technical Capacity – Project Management, Transit Asset Management, Satisfactory Continuing Control, Maintenance, Procurement, Disadvantaged Business Enterprise (DBE), Title VI Civil Rights, Americans with Disabilities Act (ADA) – General, ADA – Complementary Paratransit, Equal Employment Opportunity, School Bus, Charter Bus, Drug Free Workplace, Drug and Alcohol Program, Section 5307 Program Requirements, Section 5310 Program Requirements, Section 5311 Program Requirements, Public Transportation Agency Safety Plans (PTASP), and Cybersecurity.

DISCUSSION:

The Triennial Review identified deficiencies in three of the reviewed areas: Procurement, DBE, and PTASP. For the deficiencies regarding Procurement and PTASP, staff submitted corrective documentation prior to FTA's completion of the Final Report. The Final Report therefore contained required corrective actions for VCTC to address the deficiencies identified for DBE. After the corrective actions were completed, FTA issued on July 2, 2024 the Triennial Review Closeout Letter, confirming that VCTC is compliant under DBE.

The following is a summary of FTA's findings regarding the three deficient areas, and the corrective actions taken by staff.

Procurement: FTA's review of various contract awards made by VCTC and subrecipients found that several newly-required clauses had not been included. Staff then submitted and FTA approved a revised contract boilerplate incorporating the new clauses.

DBE: The Triennial Review identified inaccuracies in VCTC's method for calculating annual DBE participation. In addition, there was no documentation indicating that VCTC had carried out race neutral measures to encourage DBE participation, although the reviewer acknowledged that the pandemic had understandably interfered with the ability to meet with potential DBE vendors. As directed by FTA, VCTC submitted corrected DBE participation calculations along with a revised calculation methodology. Staff also submitted an action plan to move forward with race neutral measures, with this plan including a Vendor Fair which then occurred on November 7, 2023, and included VCTC, Gold Coast Transit District, and the Cities of Simi Valley and Thousand Oaks.

PTASP: VCTC and the county's other transit operators worked together to implement FTA's safety planning requirements when they first became effective. However, VCTC staff was not monitoring the completion of its subrecipients' safety plan updates. Accordingly, the subrecipient monitoring procedure was modified and submitted to FTA to document that going forward staff will monitor the safety plan updates prepared by VCTC's subrecipients.

Since the FTA's Final Triennial Review report dated July 31, 2023 identified that VCTC had completed its corrective actions for Procurement and PTASP, the only remaining required corrective actions were for DBE. Therefore, FTA's close out letter issued on July 2, 2024 documented FTA's approval of the actions taken by VCTC to address the findings in the area of DBE, thus confirming that all of the Triennial Review findings have been closed.



Item 10F

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: ADOPTION OF DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL FOR VCTC AND SUBRECIPIENTS FOR PROJECTS FUNDED BY THE FEDERAL TRANSIT ADMINISTRATION (FTA)

RECOMMENDATION:

- Adopt a Disadvantaged Business Enterprise (DBE) annual goal of 1.34%, with 0.65% to be met through race- and gender-neutral means, and 0.69% through gender- and race-conscious means, for VCTC and subrecipient contracts funded by the Federal Transit Administration for Federal Fiscal Years (FFY) 2024/25 through 2026/27.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is required by the FTA to have a DBE program in place for all FTA-funded contracts, and to adopt a new goal every three years. The last three-year DBE goal period for VCTC began in 2021, so VCTC must adopt a new goal to go into effect October 1, 2024.

The annual goal can vary from one three-year period to the next based on the type of contracts and the availability of DBE firms to perform the work. Specifically, the DBE goal is established as follows: (1) Determine the amount of federal funds anticipated to be received for each project (contract) in the next fiscal year; (2) Establish the base figure of DBEs as a percentage of all contractors, subcontractors, manufacturers and suppliers in relevant market areas; and (3) Adjust the base figure based on the availability of DBEs.

The goal applies not only to contracts awarded by VCTC but also to contracts awarded by transit operators for which VCTC passes through funds from FTA grants administered by VCTC. As a result, the large majority of the past contract dollars has been for transit operations, a situation that is anticipated to continue in the upcoming three years. Since DBE goals are often met through subcontracting, it has generally been difficult to obtain a significant amount of overall DBE participation, since contract proposals for transit operations in the county have for many years not included any subcontracts.

For the prior period, VCTC set its goal to 3.57%, of which 1.48% was to be met through race- and gender-neutral means, and 2.09% through gender- and race-conscious means.

To the maximum extent feasible, VCTC must make every effort to meet its goal through race-neutral measures. Only in those instances where race-neutral measures are inadequate to meet the agency's goal may the agency establish specific contract goals.

DISCUSSION:

Although VCTC's goal was set at 3.57% for the three-year period ending in 2024, the updated analysis shows this figure will be too high for the upcoming three-year period, given that (1) for the upcoming three years, bus operations, where DBE participation is particularly difficult to obtain, is projected to be an even greater proportion of total FTA-funded contracts, compared to the prior three-year period; and (2) VCTC's DBE contract awards, bidders lists, and the directory of DBEs in the area demonstrate a very limited availability of DBEs for the anticipated types of contracts to be awarded. Based on these considerations, it is recommended that the goal for the next three years be reduced to 1.34%. The analysis also projects that race-neutral measures alone can achieve a participation rate of 0.65%. Therefore, it will be necessary to continue to employ race-conscious measures, otherwise referred to as contract-specific DBE goals, to provide a 0.69% increase in DBE participation to achieve the 1.34% overall goal. The requirement for race-conscious measures will continue to apply not only to VCTC but also its subrecipients. The race-conscious goal was set such that transit operations contracts will not be included, but other contract types, such as consulting and construction, will generally require goals.

As required by FTA, VCTC has undertaken a public consultation process and posted the proposed goal on the VCTC website. The public consultation process is described in more detail on the website. The proposed DBE goal calculation has been submitted to FTA for review.

At its September 11th meeting, TRANSCOM will receive the DBE goal calculation as an information item.



Item 10G

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: GEISKA VELASQUEZ, PROGRAM MANAGER
**SUBJECT: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
AWARDS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ)/
CARBON REDUCTION PROGRAM (CRP) / SURFACE TRANSPORTATION
PROGRAM (STP) FUNDS**

RECOMMENDATION:

- Receive and file.

BACKGROUND:

As has been previously discussed, in 2021 the Federal Highway Administration (FHWA) notified Caltrans that multi-county Metropolitan Planning Organizations (MPOs) such as SCAG should play a more active role in the selection of projects to be funded with the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program, and indicated that SCAG must adopt a new process for selection of projects for these funds whereby projects are prioritized on a regional basis. VCTC had previously received a specific apportionment of these funds and submitted a recommended project list to SCAG for review and approval. FHWA further indicated the new Carbon Reduction Program (CRP) established under the federal Infrastructure Investment and Jobs Act (IIJA) would also be subject to the new MPO-led process as well. SCAG staff worked closely with the county transportation commissions to develop region-wide CMAQ, STP, and CRP call-for-projects guidelines which identified that all proposed projects must first be prioritized and approved by the applicable county transportation commission, prior to being nominated to SCAG.

On January 4, 2024, SCAG officially opened the first call for projects under the new process, with project applications due March 29, 2024. TRANSCOM and TTAC approved VCTC staff recommendations at their meetings held February 14th and February 21st, respectively. The recommendations were subsequently approved by the Commission on March 1, 2024. Staff worked with the project sponsors to prepare applications for SCAG and ensure they were submitted by the March 29th deadline. The final VCTC approved list of recommendations that were submitted is identified in Attachment 1.

DISCUSSION:

SCAG approved their staff recommendations (as seen in Table 1) on June 6, 2024. The project award list consists of 61 projects totaling \$279.7 million.

Upon approval of the recommendation, SCAG staff worked with project sponsors to program the funds in the Federal Transportation Improvement Program (FTIP), allowing project sponsors to begin the project obligation process. Staff have been working to update the FTIP accordingly and assist in processing requests for authorization to obligate 23/24 funding quickly.

Table 1: Total SCAG Regionwide Recommendations:

County	Projects Requested	Fully Funded	Partially Funded	Unfunded	Total Award
Imperial	12	10		2	\$3,109,00
Los Angeles	29	18		11	\$147,863,107
Orange	22	10		12	\$48,469,200
Riverside	13	2	3	8	\$34,458,016
San Bernardino	8	8			\$34,224,000
Ventura	11	10	1		\$11,558,714
Total SCAG Region	95	58	4	33	\$279,682,037

While none of the VCTC recommended projects went unfunded and ten of the eleven projects were fully funded in this programming cycle, the table in Attachment 2 identifies one recommended project that was partially funded. The City of Thousand Oaks Lynn Rd. Bike-lanes project was identified for \$1,350,00 of VCTC's \$2,000,000 request. If a surplus is experienced in the future, partially funded projects are reviewed for full funding first, followed by unfunded recommended projects, before a new call is issued.

As discussed in another item in this agenda, due to the restoration of the Regional Early Action Planning (REAP) funds, VCTC will not be using the \$300,000 of STBG programmed for VCTC's Traffic Calming project. Staff will therefore request that SCAG apply the \$300,000 of STBG to partially restore the funds reduced from Thousand Oaks' Lynn Road Bike-lanes project.

**VCTC NOMINATION OF PROJECTS
FOR SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
REGIONWIDE CALL FOR PROJECTS**

Exist/New	Category	Agency	Project	Description	Funds Requested	Recommended funds	Fund type	Recommendation
Existing	Bike & Ped	City of Oxnard	Accessible Pedestrian Enhancements in Oxnard	Cost increase in current bidding environment (VEN230120)	\$ 699,765	\$ 699,765	CRP	Highly Recommend
Existing	Bike & Ped	City of Camarillo	Pleasant Valley Road Bike Lanes	CON cost increase due to stormwater mitigation (VEN160103)	\$ 1,500,000	\$ 1,500,000	CRP	Highly Recommend
Existing	Bike & Ped	County of Ventura	Ventura Avenue Pedestrian and Bike Improvement	CON underfunded (VEN210603)	\$ 500,000	\$ 500,000	CMAQ	Highly Recommend
Existing	Port Air Quality	Port Hueneme	Port of Hueneme Terminal Shore Power	VEN230301 - shelf project 2022 CMAQ call	\$ 1,469,949	\$ 1,469,949	CRP	Highly Recommend
Existing	Transit	GCID	Route 23 Demonstration Route	Cost increase for 5th year of demo route	\$ 1,300,000	\$ 1,300,000	CMAQ	Highly Recommend
Existing	Bike & Ped	City of Ventura ¹	Cabrillo Village Bike Path	Cost increase existing AIP project (VEN210803)	\$ 500,000	\$ 500,000	TDA Art 3	Approve funding
NEW	Bike & Ped	VCTC	Santa Paula Branch Line Bike Path Master Plan Update	Plan (REAP funding suspended)	\$ 1,600,000	\$ 1,600,000	STP	Highly Recommend
NEW	Transit	City of Simi Valley	Simi Charging Infrastructure (3 Units)	Portable chargers	\$ 168,000	\$ 168,000	CRP	Highly Recommend
Existing	Bike & Ped	City of Ojai ¹	Maricopa Phase I Bike & Ped Improvements	Cost increase existing AIP project (VEN210803) for non-federal eligible expenses	\$ 500,000	\$ 500,000	TDA Art 3	Approve funding
Existing	Transit	VCTC	Countywide Community Outreach for Transit	FY24/25 ongoing w/ anticipated Budget increase	\$ 171,000	\$ 171,000	CMAQ	Highly Recommend
NEW	Bike & Ped	City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Sidewalk project	Add 1.6 miles of sidewalk segments to project scope (VEN230119)	\$ 3,098,500	\$ 2,000,000	STP	Recommend
NEW	Bike & Ped	VCTC	Community traffic calming and bike & ped safety program	Plan (REAP funding suspended)	\$ 300,000	\$ 300,000	STP	Recommend
NEW	Transit	GCID	Cost increase for GCID Hydrogen Fueling Station	Unfunded SB 125 shelf list	\$ 3,469,856	\$ 2,500,000	STP/CRP	Recommend
NEW	Bike & Ped	City of Ventura	2024 Downtown Wellness Sidewalk and ADA Improvements	Curb/sidewalk improvements	\$ 1,303,620	\$ -		Contingency
NEW	Transit	City of Simi Valley	Back up CNG Fueling Compressor Upgrade	Upgrade/modernization of backup	\$ 540,000	\$ -		Contingency
NEW	Transit	City of Simi Valley	Replacement Fareboxes	Replace 9 fareboxes	\$ 153,000	\$ -		Contingency
Existing	Bike & Ped	City of Oxnard	Northeast Communities/Cloyne Bike & Ped Improvements	CON obligated, need TDA Art 3; budget shortfall & cost increase for CON (VEN130101)	\$ 595,217	\$ -		No avail TDA Art 3
TOTAL requested funds					\$ 17,868,907	\$ 13,208,714		

¹Project approved for \$375,000 in TDA Article 3 fiscal year 24/25 funds, and \$125,000 in fiscal year 25/26 if, as anticipated, the funds are needed.

SCAG Approval of Funding for Ventura County - June 6, 2024

2023-2026 CRP-CMAQ-STBG Project Award List

CTC	Agency	Project Name	SCAG Ranking	Requested Fund Source	Requested Amount	Recommended Fund Source	Recommended Funding Award	CMAQ	STBG	CRP
VCTC	City of Oxnard	City of Oxnard Accessible Pedestrian Enhancements Project	Highly Recommended	CRP	\$699,765	CRP	\$699,765			\$699,765
VCTC	VCTC	Countywide Community Outreach for Public Transit	Highly Recommended	CMAQ	\$171,000	CMAQ	\$171,000	\$171,000		
VCTC	Gold Coast Transit District	Going Green - Hydrogen Fuel Transition Project	Highly Recommended	CRP	\$2,500,000	CRP	\$2,500,000			\$2,500,000
VCTC	City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Pedestrian Improvements	Highly Recommended	STBG	\$2,000,000	STBG	\$1,350,000		\$1,350,000	
VCTC	City of Camarillo	Pleasant Valley Road Bike Lanes Class II (ST-5006)	Highly Recommended	STBG	\$1,500,000	STBG	\$1,500,000		\$1,500,000	
VCTC	Oxnard Harbor District/Port of Hueneme	Port of Hueneme North Terminal Shore Power Project	Highly Recommended	CRP	\$1,469,949	CRP	\$1,469,949			\$1,469,949
VCTC	VCTC	Santa Paula Branch Line Trail Master Plan Update and EIR-EIS	Highly Recommended	STBG	\$1,600,000	STBG	\$1,600,000		\$1,600,000	
VCTC	Ventura County	Ventura Avenue Pedestrian and Bike Lane Improvements	Highly Recommended	CMAQ	\$500,000	CRP	\$500,000			\$500,000
VCTC	VCTC	Ventura County Community Traffic Calming and Pedestrian and Bicycle Safety Program (CTCP)	Highly Recommended	STBG	\$300,000	STBG	\$300,000		\$300,000	
VCTC	Gold Coast Transit District	Ventura Road Demonstration Route	Highly Recommended	CMAQ	\$1,300,000	CMAQ	\$1,300,000	\$1,300,000		
VCTC	City of Simi Valley	Simi Valley Electric Bus Portable Battery Chargers	Recommended	CRP	\$168,000	CRP	\$168,000			\$168,000



Item 10H

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: GEISKA VELASQUEZ, PROGRAM MANAGER
SUBJECT: SECTION 5310 FUNDED VAN PURCHASE FOR HELP OF OJAI

RECOMMENDATION:

- Approve agreement (Attachment A) with HELP of Ojai to provide a van using \$54,400 of Federal Transit Administration (FTA) Section 5310 funds with match provided by HELP of Ojai.
- Authorize Executive Director to place an order with Creative Bus Sales to purchase on behalf of HELP of Ojai a Class D BraunAbility Chrysler Voyager- Side Entry lift-equipped vehicle through the California Association for Coordinated Transportation (CalACT) purchasing schedule, at a total cost of \$78,585.24, contingent upon the receipt of \$24,185.24 in match from HELP of Ojai.
- Amend Transit Grant Administration Budget to increase Equipment by \$10,586 to \$78,586, with the increase funded with an additional \$10,586 in Local Contributions revenue.

BACKGROUND:

The FTA Section 5310 program funds eligible projects that provide transportation targeted to serve seniors and persons with disabilities. VCTC is designated to select projects to be funded from the Section 5310 apportionments to large urban areas. In October 2022, the Commission approved the programming of FTA Section 5310 funds in the amount of \$54,400 for the purchase of a vehicle with a wheelchair lift for HELP of Ojai, a non-profit organization which provides transport services to seniors and persons with disabilities in the Ojai Valley.

In total, \$54,400 in FTA Section 5310 funds are available for the purchase of the vehicle with HELP of Ojai providing match. VCTC will be administering the vehicle purchase on behalf of the applicant through the bid schedule managed by CalACT, of which VCTC is a dues-paying member. CalACT is a statewide, non-profit organization that represents over 300 small, rural, and specialized transportation providers and provides the means to purchase vehicles through a federal and California State compliant purchasing cooperative.

DISCUSSION:

HELP of Ojai solicited quotes from eligible vendors on the CalACT procurement schedule for a Class D van equipped to accommodate six (6) ambulatory riders plus a driver with no wheelchair passenger and/or three (3) ambulatory riders plus driver with up to two (2) wheelchair passengers. HELP of Ojai selected Creative Bus Sales as they are the only vendor on CALACT that offers the Class D minivan at this time, with the quoted price of \$78,537.39.

Since this was a \$10,586 increase over the originally-estimated amount, HELP of Ojai will cover the difference with an increased local match contribution. It is recommended that the VCTC budget be amended to include this \$10,586 increase to be provided by the increased funding from HELP of Ojai.



Item 10I

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT
PETER DEHAAN, PROGRAMMING DIRECTOR
SUBJECT: SB 125 UPDATED FUNDING DISTRIBUTION

RECOMMENDATION:

- Approve SB 125 updated funding distribution.
- Approve budget amendment for the FY24-25 Transit Grant Administration budget to increase revenues in amount of \$22,275,700 in Transit and Intercity Rail Capital Program (TIRCP) SB 125 funds, \$2,348,047 in Public Transportation Account (PTA) funds and \$2,718,951 in Greenhouse Gas Reduction Fund (GGRF) funds, and to increase expenditures in the amount of \$27,342,698 in Pass Through.
- Approve budget amendment for the FY24-25 Regional Transit Technology budget to increase revenues in amount of \$4,900,000 in TIRCP SB 125 funds and increase the Equipment line item by the same amount.
- Approve budget amendment for the FY24-25 Metrolink budget to increase revenues in amount of \$1,500,000 in TIRCP SB 125 funds and increase the Operations line item by the same amount.
- Approve budget amendment for the FY24-25 VCTC Intercity budget to increase revenues in amount of \$80,000 in TIRCP SB 125 funds and increase the Bus and Equipment line item by the same amount.
- Authorize Executive Director to execute agreements with the transit agencies for the SB 125 funds.

BACKGROUND:

SB 125 guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP), which is comprised of GGRF and PTA funds, to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB 125 includes an accountability program to govern the distribution of these funds.

VCTC is allocated the following:

TIRCP Y1	TIRCP Y2	ZETCP Y1	ZETCP Y2-4 (per yr)	Total
\$42,429,785	\$42,536,157	\$5,066,998	\$ 2,842,463	\$98,560,329

In December, the Commission approved the SB 125 project list with distribution of the funds listed in the table above. Distribution of funds between the years was allocated based on when the projects were set to be implemented, rather than on equity among the agencies or priority projects. As stated previously, the distribution of the funds would have to be reconsidered if they were affected by the State budget. At this time, the TIRCP Year 2 funds have been recommended to be delayed a year and the funds to be distributed half in the first year and half in the second year. As such, VCTC recommends redistributing some of the funds between the years to ensure the distribution is more equitable. Total funds remain the same for all operators with the exception of funds for VCTC Intercity bus replacements being reduced by \$900,000 and the regional farebox replacement project being increased by the same amount.

DISCUSSION:

Funds were moved from TIRCP Year 1 to Year 2 for agencies that had a much higher proportion of funding from Year 1 and from Year 2 to Year 1 for agencies that had a much higher proportion of funding from Year 2. By doing this, it spreads the risk among agencies rather than to just a few.

The updated funding for the following projects is shown below:

Implementing	Project	Previous	Updated	FY23-24	FY24-25	FY25-26	FY26-27
GCTD	Energy Storage	Year 1	Year 1*		\$ 624,000	\$ 33,543	
GCTD	Energy Storage*	Year 1	GGRF Y2			\$ 500,000	
Simi Valley	EV Charging	Year 1	Year 2		\$ 701,953		
Simi Valley	EV Charging	GGRF 1	GGRF 1*		\$ 2,298,047		
Ojai	Replacement buses	Year 1	Year 1*	\$ 741,953			
Ojai	Replacement buses	Year 1	Year 2			\$ 848,047	
Valley Express	Matching Grant Funds	GGRF Y4	Year 1		\$ 500,000		
Valley Express	EV Charging	GGRF Y4	GGRF Y4				\$ 1,500,000
Thousand Oaks	EV Charging	Year 1	Year 2		\$ 1,000,000		
Thousand Oaks	EV Support	Year 1	Year 2		\$ 500,000		
Metrolink	Train Service to SB	Year 2	Year 1		\$ 3,000,000		
Metrolink	Train Service to SB	Year 2	Year 2				\$ 825,180
VCTC (regional)	New Fare System	Year 1	Year 1		\$ 4,900,000		
VCTC (regional)	Admin	multiple	GGRF Y1		\$ 30,000	\$ 20,000	
VCTC Intercity	Replacement buses	Year 1	Year 1		\$ 9,100,000		
VCTC Intercity	EV Charging	GGRF Y2	GGRF Y4			\$ -	\$ 500,000

*amount for 1st yr reduced.

Transcom approved the redistribution of the funds in April. However, prior to the May Commission meeting, the funding freeze occurred, and funds were not received by the April 30 deadline. VCTC had been waiting for the funding situation to be resolved prior to finalizing the redistribution of funds. As the approval letter has now been received, VCTC is looking for approval of the redistributed funds.

In August VCTC received the approval letter from CalSTA stating that the SB 125 allocation request was approved. As part of the VCTC budget process, some funds were amended into the FY24-25 budget, such as funds for the free fare programs (through the Regional Transit Planning budget) and the VCTC Intercity bus replacements and repowers (through the VCTC Intercity budget). In anticipation of the funds arriving soon, VCTC is now requesting to amend in the remaining funds to the FY24-25 VCTC budgets as follows:

- \$4,900,000 into the Regional Transit Technology budget to replace fareboxes countywide.

- \$1,500,000 into the Metrolink budget to allow for implementation of commuter rail service from Ventura County to Santa Barbara County. The remaining will be used in the FY25-26 budget as service will not start as early as initially hoped.
- \$80,000 into the VCTC Intercity budget for zero emission charging infrastructure.
- \$500,000 into the Valley Express budget for operations/grant match and vehicle replacement (which is included for approval in a separate budget amendment item for the Valley Express budget). The remaining \$400,000 will be included in the FY 25-26 Valley Express budget.

Additionally, VCTC is requesting funds totaling \$27,342,698 be amended into the Transit Grant Administration budget to be passed through to the operators. The fund distribution by operator and fund type is on the following page. Since funds will be passed through to the operators, an agreement with each operator will be executed prior to VCTC distributing the funds. The draft agreement is included as an attachment. Between the funds already included in the VCTC 24-25 VCTC Intercity and Regional Transit Planning budgets, the total to be included in the FY 25-26 Metrolink and Valley Express budgets and the funds being passed through to the operators, the total is \$47,496,783 allocated to VCTC in the first year.

Totals by Agency	TIRCP Y1	ZETCP Y1	Total Y1
Gold Coast Transit District	\$ 13,465,482.00	\$ 718,951.00	\$ 14,184,433.00
Simi Valley	\$ 1,650,000.00	\$ 2,298,047.00	\$ 3,948,047.00
County of Ventura	\$ 32,350.00	\$ -	\$ 32,350.00
Ojai	\$ 877,868.00	\$ -	\$ 877,868.00
Valley Express	\$ 900,000.00	\$ -	\$ 900,000.00
Camarillo	\$ 700,000.00	\$ -	\$ 700,000.00
Moorpark	\$ -	\$ 200,000.00	\$ 200,000.00
Thousand Oaks	\$ 5,550,000.00	\$ 1,800,000.00	\$ 7,350,000.00
Metrolink	\$ 3,000,000.00	\$ -	\$ 3,000,000.00
VCTC Intercity - VCTC	\$ 9,180,000.00	\$ -	\$ 9,180,000.00
VCTC - regional projects	\$ 7,074,084.00	\$ 50,000.00	\$ 7,124,084.00
Total	\$ 42,429,784.00	\$ 5,066,998.00	\$ 47,496,782.00



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Item 10J

September 6, 2024

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

RECOMMENDATION:

- Approve budget amendment for the FY24-25 Valley Express budget to carry-over STA Transfer in \$7,500 for the Highway 150 Emergency Shuttle and increase the Contract Services line item in the amount by \$7,500.
- Approve a budget amendment to carry over the State Transit Assistance budget to increase the STA Transfer out to Valley Express by \$7,500.
- Approve budget amendment for the FY24-25 Valley Express budget in the amount of \$250,000 in SB125 TIRCP funds to use for operations and grant matching funds for the new Fillmore-Moorpark Route and increase Contract Services line item by \$250,000.
- Approve budget amendment for the FY24-25 Valley Express budget in the amount of \$250,000 in additional SB125 TIRCP funds to use as grant matching funds for the replacement Valley Express bus fleet and increase Vehicle Replacements line item by \$250,000.

BACKGROUND

In March, a landslide occurred north of Santa Paula blocking Highway 150 in both directions and preventing access between the City of Santa Paula and communities and destinations to the north. VCTC quickly worked with Ventura County Sheriff's Office of Emergency Services and Caltrans to establish a public shuttle service to connect the communities via a detour on the 101 freeway and Highway 33.

Separately, the Valley Express service launched the new Fillmore-Moorpark bus route. Additionally, the communities are utilizing public Dial-A-Ride services at a much higher rate compared to the previous three years and their entire bus fleet is being replaced, which has led to an increase in both operational and capital costs. As such, Valley Express requested SB 125 funds to supplement existing funds.

DISCUSSION

Highway 150 Shuttle

The mudflow and debris from the landslide have blocked Highway 150, resulting in a full road closure. Highway 150 is used by those commuting between Santa Paula and communities and destinations north

of the City like Thomas Aquinas College. The detour that was established uses Highway 126, the 101 freeway and Highway 33 to travel around the mountains to reach Ojai, communities along Highway 150 and the College. In June, the Commission approved a budget amendment of \$100,000 in STA funds to use to fund the shuttle through June 30th. The work to remove the debris and open the highway took an additional month to complete and the highway was officially opened to traffic on August 1st. Through June the project has cost \$64,000. The road was expected to be open by the end of June and therefore did not include funds for the shuttle in the FY24-25 budget. However, work was not completed until the end of July and needs the carryover STA funds allocated for the shuttle to pay the July invoice. Staff estimates that the invoice will be between \$5,000 - \$10,000, therefore staff has requested an STA carryover amendment in the amount of \$7,500.

Valley Express Bus Service

The Valley Express bus service is comprised of fixed-route bus service, paratransit demand response, and general-purpose dial-a-ride (DAR). The fixed-route bus service is planned and budgeted for based on a fixed bus schedule that does not change day to day as demand waxes and wanes. Paratransit and general-purpose DAR is open to anyone with priority given to the ADA passengers for rides. Demand for these types of services can change over time and can be difficult to budget for. In FY23-24, staff saw an unexpected increase in the number of DAR (general purpose & ADA) being requested. In the FY24-25 budget, staff planned for increased DAR (general purpose & ADA) and requested SB 125 funds to further support this demand.

Additionally, in August, Valley Express launched the long-awaited Fillmore to Moorpark route using CMAQ and local funds. SB 125 funds were requested to support the local match for this service. Now that the SB 125 funds will soon be available staff is requesting that \$250,000 in SB125 funds be amended into the FY24-25 budget to support these two items.

Valley Express Replacement Buses

The Valley Express bus fleet is in the process of being replaced. All 15 buses will be retired, and a new fleet made up of vans and cutaways will be procured. Valley Express was awarded \$2,375,544 State of Good Repair and Federal 5339 grant funds with \$307,776 local match to purchase the vehicles. To assist in completing the purchase of the vehicles, technology equipment, and graphics installation, staff is requesting that an additional \$250,000 in SB125 funds be amended into the FY24-25 budget.



September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: CLIMATE ADAPTATION PLANNING GRANT APPLICATION UPDATE

RECOMMENDATION:

- *Receive and file an update on the VCTC grant application to the Governor's Office of Planning and Research Climate Adaptation Planning Grant Program to develop a Ventura County transportation network climate adaptation assessment and action plan.*

BACKGROUND & DISCUSSION:

Ventura County has faced many climate-related infrastructure challenges in recent years, from a washed-out railroad bridge to road closures and damage from flooding, mud slides, and wildfires. For example, in February 2024, a landslide caused the closure of State Route 150 for several months, causing significant impacts to residents and businesses with closure of the only direct route between Ojai and Santa Paula. In response, Ventura County Transportation Commission (VCTC) staff explored grant funding opportunities to prepare an assessment of climate-related transportation infrastructure challenges and develop a proactive action plan to address these challenges. In May 2024, the Commission authorized an application to the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant program (CAPG). VCTC staff leveraged the existing bench of grant writing consultants to prepare an application through a task order on an existing contract in an amount not to exceed \$8,000 to develop the scope of work and application. VCTC applied to OPR in advance of the June 3rd deadline.

The proposed project would identify and prioritize potential highway, roadway, transit, rail, port, and active transportation projects that provide both climate change mitigation and adaptation while prioritizing vulnerable and disadvantaged communities, building on planning efforts by VCTC and partner agencies, such as the Transportation Emergency Preparedness Plan, the County of Ventura's VC Resilient Coastal Adaptation Project, and the Caltrans Climate Resilience & Transportation Safety Plan for Pacific Coast Highway, and informed by OPR and Caltrans climate adaptation planning guidance. The CAPG program requires applicants to partner with at least one co-applicant to assist with developing the application to ensure that planning efforts prioritize the needs of vulnerable and disadvantaged communities. VCTC partnered with the Ventura County Community Foundation (VCCF) to be a co-applicant for the grant, given the Foundation's success with Complete Count, Project Isabella, and other wide-reaching community engagement efforts across Ventura County. VCTC also engaged with the County of Ventura, Port of Hueneme, and others to develop the application and to ensure that multimodal transportation infrastructure and community needs are identified and addressed in a way that prioritizes the needs of vulnerable and disadvantaged communities in the preparation of the application.

On July 18th, VCTC received word from OPR that the planned \$9.5 million funding for Round 2 of the Climate Adaptation Planning Grant program has been canceled due to State budget constraints. Staff are exploring alternative grant funding sources for the project, including the Fiscal Year 2025/2026 Caltrans Sustainable Transportation Planning Grant program, which has applications due in November 2024. Staff will return to the Commission for approval to apply once the Call for Projects has been issued (expected September 2024).



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September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

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

RECOMMENDATION:

- Authorize the Executive Director to negotiate and execute a Memorandum of Understanding (MOU) amendment between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for Legal efforts required for the Simi Valley Double Track Project.
- Amend the FY2024-2025 VCTC Metrolink budget by adding \$125,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$125,000

BACKGROUND:

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

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

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

DISCUSSION:

Staff has coordinated with SCRRA to gauge the level of legal efforts that can be anticipated for the next fiscal year related to project activities including: property right-of-way (ROW) acquisitions, freight railroad

agreement negotiations and other possible legal efforts that may require additional support from VCTC's Legal counsel.

Additionally, this budget amendment will amend \$125,000 in TIRCP funds to compensate for legal costs and potentially staff time as needed, as allowable by the MOU. Amending the existing Memorandum will ensure that there are sufficient funds to pay for legal support, which will help mitigate future risks to the project's schedule, budget, and implementation. These legal costs related to this item are reimbursable which means that SCRRA will reimburse VCTC for legal costs that VCTC incurs as part of these project activities.

ATTACHMENTS

Exhibit 1 - MOU Amendment No. 3



Item 10M

SEPTEMBER 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR

SUBJECT: RESOLUTION SUPPORTING “CALIFORNIA CLEAN AIR DAY,” OCTOBER 2, 2024

RECOMMENDATION:

- Approve a Resolution 2024-11 supporting “California Clean Air Day” on October 2, 2024

BACKGROUND:

California Clean Air Day is a multifaceted program based on the idea that shared experiences unite people to action to improve our health (in this case, through improving air quality). This statewide effort is a project of the Coalition for Clean Air (www.ccair.org), a statewide organization dedicated to air quality issues. The overarching goal of Clean Air Day is to encourage people across the state to take a pledge on the Clean Air Day website (www.cleanairday.org) and to commit to an activity to clear the air.

This year, VCTC and the county’s other transit operators will participate in Clean Air Day by providing fare-free rides to passengers on any public transit bus on Oct. 2. Free fares on Clean Air Day are part of VCTC’s Free Fares Program, which is funded through a grant from the Low-Carbon Transit Operations Program (LCTOP). Metrolink is also offering free rides along its entire system, along with L.A. Metro and a number of other regional transportation agencies.

The support for Clean Air Day aligns with VCTC’s ongoing efforts to encourage individuals to choose mobility activities that help improve air quality, such as biking to work, walking to work, carpooling and taking public transit.

Attachment: Resolution Supporting California Clean Air Day, October 2, 2024

RESOLUTION NO. 2024-11
A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION SUPPORTING
AND DECLARING “CLEAN AIR DAY” ON OCTOBER 2, 2024

Whereas, VCTC serves as the Regional Transportation Planning Agency, Designated Recipient, and provider of Intercity bus transit for Ventura County; and

Whereas, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

Whereas, California has some of the most polluted regions in the United States; and

Whereas, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

Whereas, emissions from vehicles, industry, and even household sources significantly affect the natural environment, air quality and well-being of residents, employees, and visitors to the County of Ventura; and

Whereas, individual actions such as not idling vehicles, walking or biking to work and school, carpooling, taking transit, and conserving energy can directly improve air quality in our region; and

Whereas, education about air quality can raise community awareness, encourage our community to develop better habits, and improve our community health; and

Whereas, Californians will be joining together across the state to clear the air on October 2, 2024; and

Whereas, VCTC is committed to the health of our residents, workforce, visitors, and community at large.

Now, therefore be it resolved, by VCTC that October 2, 2024 be declared “Clean Air Day”, and

Be it further resolved that we encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clear the air for all California.

Adopted the 6th day of September, 2024.

Matt LaVere, Chair, VCTC

ATTEST:

Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

Date



Item 10N

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Federal Issues

PEPRA and 13(c)

The Federal Transit Administration (FTA) cannot obligate funds to transit agencies unless the U.S. Department of Labor (USDOL) certifies that the grant recipient has labor protective agreements that the Labor Secretary determines are fair and equitable.

In response to a lawsuit filed in 2019 by Amalgamated Transit Union International, the Department of Labor in October 2021 determined that California's pension reform law, commonly known as PEPRA, interferes with the collective bargaining rights of transit workers. This determination was a reversal on the part of the Labor Department, which previously had determined that PEPRA does not interfere with collective bargaining rights.

The State of California filed a cross-complaint and a motion asking a U.S. district court to stay implementation of the USDOL determination, and the court granted that stay. In February 2023, the United States District Court for the Eastern District of California entered summary judgment in the case, which permanently enjoined the USDOL from failing to process federal grant applications submitted by California transit agencies.

In July, the United States Court of Appeals for the Ninth Circuit determined that it and the district court lack jurisdiction over the case. The decision vacates the earlier judgment in favor of the state and the injunction. The impacts of this decision are not yet clear. The district court response is expected by mid-September. The California Transit Association (CTA), of which VCTC is a member, has been

leading advocacy efforts on behalf of California transit agencies throughout this process. VCTC is staying engaged by providing pertinent information to CTA, including completing a survey on the status of federal grants. Staff is following this situation closely and will keep the Commission apprised of any significant developments.

State Issues

California entered the new year in January facing a budget deficit in the tens of billions of dollars, raising concerns that funding for transit and transportation programs could be negatively impacted. After months of budget hearings and negotiations, the state Legislature passed Senate Bill (SB) 108, the state budget bill, and a series of budget trailer bills in June. Gov. Gavin Newsom signed the Budget Act of 2024 and related trailer bills in July. The Budget Act contains \$46.8 billion in solutions to address the deficit. Though it implements a series of appropriations delays and fund shifts, the adopted budget maintains most of the earlier commitments made to transportation funding.

Transit funding

The Budget Act of 2023 included \$5.1 billion in restored and new funding for transit and transportation programs. The budget act provided \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP), which provides grants to modernize the state's intercity, commuter and urban rail systems; and bus and ferry transit systems. It also included \$1.1 billion for the formula-based Zero-Emission Transit Capital Program (ZETCP), which is intended to provide funding for zero-emission vehicles and fueling infrastructure. Senate Bill (SB 125) guides distribution of this funding. Notably, SB 125 provides regional transportation planning agencies with the flexibility to use their allocations to fund transit operations or capital improvements.

The Budget Act of 2024, which the governor signed in July, extends the appropriation timeline for SB 125 funds. Initially, agencies were to receive \$2 billion in Fiscal Year 2023-24 and \$2 billion in 2024-25. The new budget instead allocates \$2 billion in 2023-24, \$1 billion in 2024-25 and \$1 billion in 2025-26. The new budget also maintains \$1.1 billion for the Zero-Emission Transit Capital Program but also extends the appropriation timeline, starting in 2023-24 and extending through 2027-28.

In late April, the state implemented a spending freeze that delayed the allocation of the first round of SB 125 funds to regional transportation planning agencies, including to VCTC. The state lifted that spending freeze after the budget was signed. On July 8, the California State Transportation Agency (CalSTA) announced that allocations had resumed and 22 agencies were to receive the first wave of funding. Although VCTC was not included in that initial group, on Aug. 7 CalSTA notified VCTC that its allocation package had been approved. For the first fiscal year, CalSTA has authorized \$42,429,785 of TIRCP funding and \$5,066,998 of ZETCP funding. As of the time this report was prepared, VCTC had not yet received the disbursement.

REAP 2.0 funding

In 2023, VCTC was awarded a \$3.7 million grant from the Regional Early Action Planning Grants 2.0 County Transportation Commissions Partnership Program for four projects: an update to the Santa Paula Branch Line Master Plan, a paratransit integration analysis, a countywide assessment of transit stops and stations, and a bicycle and pedestrian safety program. In December, the Commission approved a memorandum of understanding (MOU) with the Southern California Association of Governments (SCAG) to accept the funding.

The governor's January budget proposal called for a \$300 million reversion to the General Fund for REAP 2.0, and the Southern California Association of Governments (SCAG) paused the program due to budget uncertainty. The adopted budget restores \$260 million to the REAP program, and VCTC has been notified that it will receive the full awarded amount of \$3.7 million. However, because of the delay in funding and feasibility of meeting SCAG deadlines, VCTC is recommending reallocation of a

portion of the REAP 2.0 funding. Complete information can be found in agenda item #10U, Regional Early Action Planning County Transportation Commissions Partnerships Program Budget Amendments.

Active Transportation Program funding

One of the more significant proposed budget cuts was to the Active Transportation Program, which provides funding for projects that facilitate non-vehicle travel. The state ATP has provided funding for significant projects in Ventura County, including more than four miles of sidewalks in the unincorporated El Rio community and a Class I bike trail in the City of Ventura.

The program is continuously oversubscribed, meaning that each cycle, applications for quality projects cannot be fulfilled with available funding. Early budget proposals would have cut \$600 million from the state program, essentially eliminating all funding for the coming cycle. The adopted budget instead restores \$200 million in FY 2024-25 and \$400 million, subject to appropriation, in future years. As the county's RTPA, VCTC administers the selection of projects for the MPO Regional Component of the Active Transportation Program and is responsible for programming ATP funding in Ventura County. VCTC's share of ATP funding is expected to be \$1.6 million this year, which is less than in past years because of the state budget situation.

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



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT AUGUST 2024

Legislative Update

Upon returning to Sacramento on August 5th, the final countdown to the finish line began. In all, the Legislature will have just a month to finish up its business for this legislative session.

While June consisted of lengthy policy committee hearings to ensure bills were meeting their deadlines before July 3rd, the focus in August has been on the fiscal committees when bills had to pass the important “suspense” hearing before they are moved to the floor for final votes. Finally, August 31st is the final day of session, and they need to be adjourned by midnight. As a result, the weeks leading up to the deadline consist of long floor sessions each day in both houses where at times hundreds of bills are dispensed with during a day. Since we are in the second year of the legislative session, all legislation must be acted on before the end of the month, as bills cannot be continued over into the next year. Governor Newsom has until September 30th to sign or veto bills that are sent to him.

On August 8th Governor Gavin Newsom welcomed the California High-Speed Rail Authority’s new CEO Ian Choudri after the Authority’s board voted to approve the appointment. Choudri’s experience covers all facets of high-speed rail development, including initial planning, stakeholder management, feasibility studies, construction, operations, and maintenance. Choudri served as Senior Vice President at HNTB Corporation, an American-based infrastructure design firm that has extensive experience working on federal and state-level transportation infrastructure projects and systems. In his capacity, Choudri served as a national strategic advisor to multiple rail, transit, and transportation agencies that require an understanding and ability to navigate unique technical, regulatory, and financial challenges. In California, Choudri has worked with the San Bernardino County Transportation Authority to develop a tunnel mobility solution that will shuttle passengers between the Ontario Airport and the future Brightline West terminus in Rancho Cucamonga. Earlier in his career, Choudri spent over a decade working on high-speed train technology and train control systems in France and Spain, giving him deeper knowledge and understanding of complex projects and train systems.

Budget Update

In addition to the legislative process, the budget and subsequent trailer bills were debated in committees and on the floor of both houses. On June 22nd, the Legislature and the Governor reached an agreement on the Budget Act of 2024. The final agreement closes a budget shortfall of over \$45

billion, which was largely driven by two things: 1) The projected surplus of the 2022 Budget Act overstating the actual level of the surplus; and 2) The IRS delay of the tax filing deadline for 2022 into November of 2023, which kept the state from sufficiently addressing the impacts of the overstated 2022 surplus. The Budget Act of 2024 is not only balanced through the 2024-25 budget year but is also balanced through the 2025-26 budget year as well. The Budget Plan is balanced in 2024-25, with a \$3.5 billion Regular Reserve and over \$22 billion in total reserves – a bit lower than the May Revision proposal. The Budget Plan is balanced in 2025-26, with a \$1.5 billion Regular Reserve and over \$13 billion in total reserves – nearly \$2 billion higher than the May Revision. The Budget Act of 2024 contains a total of \$46.8 billion in solutions for 2024-25. The Plan provides a balanced approach to closing the budget shortfall, with the solutions primarily coming from Program Reductions (\$16 billion) and Revenues (\$13.6 billion). The rest of the shortfall is closed with a mix of Reserves, Fund Shifts, Delays, and Deferrals.

In regard to transportation:

- **Regional Early Action Program Funds (REAP 2.0).** \$260 M of the Governor’s proposed cut (\$300 M) was rejected.
- **Competitive TIRCP:** Unchanged. \$5.1 Billion will be made available, though some funding will be allocated in different fiscal years.
- **Active Transportation.** \$600 M was restored over six years, subject to appropriation after 2 years.
- **Competitive TIRCP.** \$148 M restored.
- **Grade Separations.** Preserves \$150 M for grade separations
- **Highways to Blvd.** Restores \$75 M
- **Middle Mile Broadband Program.** Maintains current investment and includes \$250 M in flex funding for the MMBI to prioritize construction of network segments in underserved areas.
- **Reorganizes OPR.** The Governor’s Office of Planning and Research becomes the Governor’s Office of Land Use and Climate Innovation.

Upcoming Bill Deadlines

September 30 – Last day for Governor to sign or veto bills

November 5 – General Election

Below is a list of VCTC tracked bills:

AB 6 (Friedman D) Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.

Introduced: 12/5/2022

Status: 7/2/2024-Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 5/30/2024)

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas

emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Current law requires the state board to update the regional targets every 8 years until 2050. Current law requires a metropolitan planning organization, before adopting a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the regional targets. This bill would require the state board to update the regional targets indefinitely, rather than only until 2050, and authorize the state board to update the years to which those targets apply, as specified.

AB 7 (Friedman D) Transportation: funding: capacity projects.

Introduced: 12/5/2022

Status: 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2023)(May be acted upon Jan 2024)

Summary: The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.

AB 295 (Fong, Vince R) Department of Transportation: maintenance projects.

Introduced: 1/25/2023

Status: 7/18/2024-Chaptered by Secretary of State - Chapter 142, Statutes of 2024

Summary: Current law prescribes various requirements to be satisfied before the exercise of a power of sale under a mortgage or deed of trust and prescribes a procedure for the exercise of that power. This bill would prohibit a person from contacting, soliciting, or initiating communication with an owner to claim the surplus funds from a foreclosure sale of the owner's residence before 90 days after the trustee's deed has been required.

AB 761 (Friedman D) Local finance: enhanced infrastructure financing districts.

Introduced: 2/13/2023

Status: 8/22/2024-Re-referred to Com. on L. GOV. pursuant to Assembly Rule 77.2.

Summary: Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which

the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.

AB 817 (Pacheco D) Open meetings: teleconferencing: subsidiary body.

Introduced: 2/13/2023

Status: 7/2/2024-Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 5/1/2024)

Summary: The Ralph M. Brown Act requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. 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. Existing 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. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.

AB 930 (Friedman D) Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.

Introduced: 2/14/2023

Status: 8/15/2024-Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)

Summary: Would authorize the legislative bodies of 2 or more cities or counties to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would authorize a special district to join a RISE district, by resolution, as specified. The bill would require the Office of Planning and Research (OPR) to develop guidelines for the formation of RISE districts no later than November 30, 2026. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.

AB 1333 (Ward D) Residential real property: bundled sales.

Introduced: 2/16/2023

Status: 7/2/2024-Failed Deadline pursuant to Rule 61(b)(13). (Last location was JUD. on 5/1/2024)

Summary: Current law, until January 1, 2031, for purposes of the exercise of a power of sale, prohibits a trustee from bundling properties for the purpose of sale, instead requiring each property to be bid on separately, unless the deed of trust or mortgage provides otherwise. Current law also prohibits specified institutions that, during their immediately preceding annual reporting period, as established with their primary regulator, foreclosed on 175 or more residential real properties, containing no more than 4 dwelling units, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, at least 2 of which have been acquired through foreclosure under a mortgage or deed of trust. This bill would prohibit a developer of residential one to 4 dwelling units, inclusive, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, in a single transaction to an institutional investor, as defined, if the occupancy permit was issued on or after January 1, 2025.

AB 1335 (Zbur D) Local government: transportation planning and land use: sustainable communities strategy.

Introduced: 2/16/2023

Status: 8/15/2024-Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. on 7/12/2023)

Summary: Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.

AB 1348 (Grayson D) State government: Controller: claims audits.

Introduced: 2/16/2023

Status: 8/15/2024-Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/21/2023)

Summary: Existing law, the Government Claims Act, generally requires the presentation of all claims for money or damages against local public entities and the state. Existing law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Existing law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing

the presentation and audit of claims. This bill would authorize the Controller to conduct, unless prohibited by the provisions of a state ballot proposition passed by the electorate, financial and compliance audits as the Controller's office deems as necessary for purposes of ensuring that any expenditures, regardless of the source or fund from which the warrants for claims are drawn, are expended in a manner consistent with the law and the voters' intent. The bill would also authorize the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law. The bill would require, if an audit is conducted as specified, the Controller to provide a report with specified information from these audits to the Legislature by June 30 following the completion of the audit and would require the Controller to allow all auditees in the report a reasonable period of time to review and comment on the section of the report relating to the auditee, as described. The bill would make related legislative findings and declarations.

AB 1889 (Friedman D) General plan: wildlife connectivity element.

Introduced: 1/22/2024

Status: 8/19/2024-Read second time. Ordered to third reading.

Summary: The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive general plan that includes various elements, including land use, housing, and conservation elements, as specified. Current law requires the conservation element to consider the effect of development within the jurisdiction on natural resources located on public lands. This bill would additionally require the conservation element to consider the effect of development within the jurisdiction on the movement of wildlife and habitat connectivity. The bill would require the conservation element, upon the next update of one or more elements on or after January 1, 2026, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas within the jurisdiction, identify and analyze existing or planned wildlife passage features, and consider the impacts of development and the barriers caused by development to wildlife and habitat connectivity. The bill would authorize a city, county, or city and county to incorporate by reference into their general plan an existing plan that meets these requirements. The bill would require authorize a city, county, or city and county preparing to update its conservation element to consider incorporating appropriate standards, policies, and zoning, implementation programs, consult with specified entities, and consider relevant best available science.

AB 1904 (Ward D) Transit buses: yield right-of-way sign.

Introduced: 1/23/2024

Status: 8/20/2024-Read third time. Passed. Ordered to the Assembly. (Ayes 31. Noes 8.). In Assembly. Ordered to Engrossing and Enrolling.

Summary: Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.

AB 2086 (Schiavo D) Department of Transportation funding: report and public dashboard.

Introduced: 2/5/2024

Status: 8/19/2024-Read second time. Ordered to third reading.

Summary: Current law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. Current law requires the department to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter. This bill would require the California Transportation Plan to also include a financial element that summarizes the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues, as specified.

AB 2091 (Grayson D) California Environmental Quality Act: exemption: public access: nonmotorized recreation.

Introduced: 2/5/2024

Status: 8/20/2024-Read second time and amended. Ordered to third reading.

Summary: Would exempt from the California Environmental Quality Act (CEQA) a change in use approved by a public agency to allow public access, as provided, exclusively for nonmotorized recreation, as defined, in areas acquired or managed by a public agency for open space or park purposes. The bill would require the lead agency, if the lead agency determines that an activity is not subject to CEQA pursuant to this provision and determines to approve or carry out the activity, to file a notice with the State Clearinghouse in the Office of Planning and Research and with the county clerk of the county in which the land is located, as provided. By imposing duties on public agencies related to the exemption, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2030.

AB 2095 (Maienschein D) Publication: newspapers of general circulation.

Introduced: 2/5/2024

Status: 6/27/2024-Read second time and amended. Ordered to third reading.

Summary: Current law requires various types of notices to be provided in a “newspaper of general circulation,” as that term is defined, in accordance with certain prescribed publication periods and legal requirements. Current law requires a newspaper of general circulation to meet certain criteria, including publication, a bonafide subscription list of paying subscribers, and printing and publishing at regular intervals in the state, county, or city where publication is to be given. This bill would require any public notice that is legally required to be published in a newspaper of general circulation to be published in the newspaper’s print publication, on the newspaper’s internet website or electronic newspaper available on the internet, and on a statewide internet website maintained as a repository for notices by a majority of California newspapers of general circulation, as specified. The bill would permit a newspaper that does not maintain its own internet website to satisfy these notice requirements by publishing the notice on a statewide internet website and referencing the statewide internet website in its print publication notice.

AB 2266 (Petrie-Norris D) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.

Introduced: 2/8/2024

Status: 4/25/2024-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/26/2024)

Summary: The State Air Resources Board administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to

incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements.

AB 2290 (Friedman D) Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.

Introduced: 2/12/2024

Status: 8/15/2024-Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 6/24/2024)

Summary: Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, as provided. Current law establishes 4 classifications of bikeways and defines a "Class III bikeway" as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less.

AB 2302 (Addis D) Open meetings: local agencies: teleconferences.

Introduced: 2/12/2024

Status: 8/20/2024-In Assembly. Ordered to Engrossing and Enrolling.

Summary: The Ralph M. Brown 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. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances 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 imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets.

AB 2320 (Petrie-Norris D) Wildlife Connectivity and Climate Adaptation Act of 2024: wildlife corridors.

Introduced: 2/12/2024

Status: 8/15/2024-Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 7/1/2024)

Summary: Current law requires the Natural Resources Agency, in implementing actions to achieve the goal to conserve at least 30% of the state's lands and coastal waters by 2030 established by executive order, to prioritize specified actions. Current law requires the Secretary of the Natural Resources Agency to prepare and submit an annual report to the Legislature on the progress made during the prior calendar year toward achieving that goal, as provided. Current law requires that annual report to include certain information, including, among other information, the progress made in the prior calendar year to address equity as part of the above-described goal. This bill, the Wildlife Connectivity and Climate Adaptation Act of 2024, would additionally require the agency, as part of that report, to identify key wildlife corridors, as defined, in the state, connections between large blocks of natural areas and habitats, progress on protecting additional acres of wildlife corridors, and goals for wildlife corridor protection in the next 5 years, as provided.

AB 2503 (Lee D) California Environmental Quality Act: exemption: railroad electrification and railroad siding projects.

Introduced: 2/13/2024

Status: 8/22/2024-Senate amendments concurred in. To Engrossing and Enrolling.

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. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Current law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, on existing public rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program.

AB 2535 (Bonta D) Trade Corridor Enhancement Program.

Introduced: 2/13/2024

Status: 5/16/2024-Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/8/2024)

Summary: Current law requires the California Transportation Commission, under the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds to infrastructure projects located on or along specified transportation corridors. Under current law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. This bill would prohibit the commission from programming funding under the program to a project that expands the physical footprint of a highway in a community that experiences disproportionate burdens from diesel particulate matter, as specified.

AB 2553 (Friedman D) Housing development: major transit stops: vehicular traffic impact fees.

Introduced: 2/14/2024

Status: 8/22/2024-Senate amendments concurred in. To Engrossing and Enrolling.

Summary: The California Environmental Quality Act (CEQA) exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines "major transit stop" to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of "major transit stop" to increase the frequency of service interval to 20 minutes.

AB 2678 (Wallis R) Vehicles: high-occupancy vehicle lanes.

Introduced: 2/14/2024

Status: 8/19/2024-Read second time. Ordered to third reading.

Summary: Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These existing state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. Current state law also repeals these provisions on September 30, 2025. This bill would extend the repeal date of these provisions until January 1, 2027.

AB 2813 (Aguiar-Curry D) Government Investment Act.

Introduced: 2/15/2024

Status: 7/18/2024-Chaptered by Secretary of State - Chapter 155, Statutes of 2024

Summary: The Proposition 218 Omnibus Implementation Act defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill, for purposes of ACA 1, would define "affordable housing" to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment. The bill would define "public infrastructure" to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified.

AB 2945 (Alvarez D) Enhanced infrastructure financing districts.

Introduced: 2/16/2024

Status: 5/16/2024-Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/15/2024)

Summary: The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Reconnecting Communities Redevelopment Act, would authorize a city or county, or two or more cities acting jointly, to propose the formation of a reconnecting communities investment agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing.

AB 3005 (Wallis R) Motor Vehicle Fuel Tax Law: adjustment suspension.

Introduced: 2/16/2024

Status: 3/11/2024-Referred to Com. on TRANS.

Summary: Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

AB 3177 (Carrillo, Wendy D) Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.

Introduced: 2/16/2024

Status: 8/20/2024-Read second time. Ordered to third reading.

Summary: The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station. Current law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within 1/2 mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation.

ACA 18 (Wallis R) Road usage charges: vote and voter approval requirements.

Introduced: 2/16/2024

Status: 2/17/2024-From printer. May be heard in committee March 18.

Summary: The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.

SB 312 (Wiener D) California Environmental Quality Act: university housing development projects: exemption.

Introduced: 2/6/2023

Status: 8/19/2024-Read second time. Ordered to third reading.

Summary: Current law, until January 1, 2030, exempts from the California Environmental Quality Act (CEQA) a university housing development project carried out by a public university on real property owned by the public university if the project meets certain requirements, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) Platinum or better by the United States Green Building Council. Current law requires the lead agency, if the university housing development project is exempt from CEQA under the above provision, to file the LEED certificate for buildings within the project and a notice determining that the construction impacts of the project have been fully mitigated with the Office of Planning and Research and the county clerk of the county in which the project is located. Current law requires a public university or a relevant public agency with authority to issue a certificate of occupancy for a building within the project to not issue the certificate of occupancy for the building unless the lead agency receives certification of LEED Platinum or better from the United States Green Building Council for the building and the lead agency determines that the construction impacts of the project have been fully mitigated. This bill would instead require a public university to obtain LEED Platinum certification for each building within a university housing development project no later than 12 months from the issuance of the building’s certificate of occupancy or its usage. The bill would prohibit a public university that has exempted a university housing development project from being eligible to exempt a subsequent university housing development project until the public university has obtained LEED Platinum certification for each building within the prior exempted university housing development project.

SB 517 (Gonzalez D) Economic development: movement of freight.

Introduced: 2/14/2023

Status: 7/2/2024-Failed Deadline pursuant to Rule 61(b)(13). (Last location was J., E.D. & E. on 6/8/2023)

Summary: Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and

assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.

SB 672 (McGuire D) Residential property insurance.

Introduced: 2/16/2023

Status: 7/2/2024-Failed Deadline pursuant to Rule 61(b)(13). (Last location was INS. on 6/26/2023)

Summary: Current law generally regulates classes of insurance, including residential property insurance. Current law prohibits a residential property insurance policy from being issued or renewed in this state unless it complies with certain requirements. This bill would prohibit an admitted insurer that offers residential property insurance from refusing to offer or sell residential property insurance to an applicant whose property meets specified best practices for wildfire building hardening and property-level mitigation.

SB 768 (Caballero D) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.

Introduced: 2/17/2023

Status: 8/22/2024-Read third time and amended. Ordered to third reading.

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. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. This bill would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA, as specified.

SB 955 (Seyarto R) Office of Planning and Research: Infrastructure Gap-Fund Program

Introduced: 1/22/2024

Status: 5/16/2024-Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/15/2024)

Summary: Would require the Office of Planning and Research, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project's total cost. The bill would require the office to develop guidelines to implement the program that establish the

criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative January 1, 2027.

SB 960 (Wiener D) Transportation: planning: transit priority projects: multimodal

Introduced: 1/23/2024

Status: 8/22/2024-Read third time and amended. Ordered to third reading.

Summary: Current 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 require all transportation projects funded or overseen by the department to provide complete streets facilities, except as specified.

SB 1068 (Eggman D) Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.

Introduced: 2/12/2024

Status: 8/19/2024-Approved by the Governor. Chaptered by Secretary of State. Chapter 181, Statutes of 2024.

Summary: Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, delivering, and operating cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to contract with public and private entities for the planning, design, and construction of the connection. Current law authorizes these contracts to be assigned separately or combined to include any or all tasks necessary to achieve transit connectivity. This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to use the Construction Manager/General Contractor project delivery method when contracting for the planning, design, and construction of the connection. The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor.

SB 1098 (Blakespear D) Passenger and freight rail: LOSSAN Rail Corridor.

Introduced: 2/13/2024

Status: 8/20/2024-Read second time. Ordered to third reading.

Summary: Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Current law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, the California Transportation Commission, the Secretary for Environmental Protection, and the Secretary of the Natural Resources Agency, to submit a report to the

Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information.

SB 1216 (Blakespear D) Transportation projects: Class III bikeways: prohibition.

Introduced: 2/15/2024

Status: 8/22/2024-Read third time and amended. Ordered to third reading.

Summary: Current law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would define “sharrow” as the pavement marking used to inform road users that bicyclists might occupy the travel lane. The bill would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing or restriping a Class III bikeway or a sharrow on a highway that has a posted speed limit greater than 30 miles per hour.

SB 1417 (Allen D) Transit districts: prohibition orders.

Introduced: 2/16/2024

Status: 8/19/2024-Approved by the Governor. Chaptered by Secretary of State. Chapter 189, Statutes of 2024.

Summary: Current law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. Current law authorizes the Fresno Area Express, the Los Angeles County Metropolitan Transportation Authority, the Sacramento Regional Transit District, the San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would provide that the Santa Monica Department of Transportation is also a transit district for purposes of these provisions regarding prohibition orders.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY September 6, 2024			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 6 Friedman	Transportation planning: Regional Transportation Plans: Solutions for Congested Corridors Program: Reduction of Greenhouse Gas Emissions	Monitor	Passed Assembly. Senate hearing on 6/11 canceled at request of author.
AB 7 Friedman	Transportation: Project Selection Process	Monitor	Ordered to inactive file.
AB 96 Kalra	Public employment: local public transit agencies: autonomous transit vehicle technology	Monitor	Approved by the governor. Chaptered.
AB 411 Bennett	California Recreational Trails and Greenways Act	Monitor	Held at committee.
AB 463 Hart	Electricity: prioritization of service: public transit vehicles	Monitor	Held at committee.
AB 557 Hart	Open meetings: local agencies: teleconferences	Monitor	Approved by the governor. Chaptered.
AB 817 Pacheco, Wilson	Open meetings: teleconferencing: subsidiary bodies	Monitor	In Senate Judiciary Committee.
AB 1904 Ward	Transit buses: yield right-of-way sign	Support	Passed. Ordered to engrossing and enrolling.
AB 2086 Schiavo	Department of Transportation funding: report and public dashboard	Monitor	Passed Senate Appropriations. Ordered to third reading.
AB 2535 Bonta	Trade Corridor Enhancement Program	Monitor	Held at Assembly Appropriations Cmte.
AB 2824 McCarty	Transit Worker Safety Act	Monitor	Amended. Referred to Committee on Public Safety on 3/21. Hearing postponed.
SB 411 Portantino	Open meetings: teleconferences: neighborhood councils	Monitor	Approved by the governor. Chaptered.

SB 768 Caballero	CEQA: vehicle miles traveled: State Air Resources Board: vehicle miles traveled: study	Monitor	Passed Assembly Appropriations. Ordered to third reading.
SB 915	Local government: Autonomous vehicles	Monitor	Passed Senate. Ordered to Assembly.
SB 960 Wiener	Transportation Planning: transit priority projects: multimodal	Monitor	Passed Senate. Ordered to Assembly.
SB 1098 Blakespear	Passenger and Freight Rail: LOSSAN Rail Corridor	Monitor	Passed Assembly Appropriations. Ordered to third reading.



September 6, 2024

MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

FROM: ANDREW KENT, PROGRAM ANALYST

SUBJECT: RESOLUTION TO ACCEPT STATE HIGHWAY ACCOUNT FUNDING FOR THE FREEWAY SERVICE PATROL (FSP) PROGRAM FOR FISCAL YEAR 2024/2025

RECOMMENDATION:

- Adopt Resolution No. 2024-12 to Provide Twenty-Five Percent (25%) Local Matching Commitment and Authorize the Executive Director to Execute Funding Agreement No. FSP-25-6155(128) with Caltrans to Accept State Highway Account 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), 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 FSP 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. The FSP funds from the State Highway Account are allocated by Caltrans annually using a baseline formula-based method (County population, traffic congestion and freeway lane miles).

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 \$1.2 million of SHA funds and \$1.6 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 of Fiscal Year 2024/2025, Caltrans provided SAFE Staff with a routine funding agreement to accept Ventura County's share of the SHA funding allocation for FSP operations. To accept the SHA 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 2024-12 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 \$544,507.00 of SHA funds allocated to Ventura County FSP for Fiscal Year 2024/2025.

The Staff recommendation to the SAFE Board is to adopt Resolution 2024-12 to provide the twenty-five percent (25%) local matching funds required to accept the SHA allocation and authorize the Executive Director to enter into Funding Agreement No. FSP-25-6155(128). Staff will return to the SAFE Board for approval of a funding agreement for SB-1 funds when the final allocation is made available by the State.



Item 10P

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: ANDREW KENT, PROGRAM MANAGER
SUBJECT: VENTURA COUNTY TRANSPORTATION MODEL (VCTM) UPDATE

RECOMMENDATION:

- *Approve Release of Request for Proposals for Consultant Services to Update the Ventura County Transportation Model.*

BACKGROUND:

The Ventura County Transportation Model (VCTM) is an analytical tool for studying traffic patterns and traffic forecasting. Results of the VCTM are based on known and predicted land uses and associated vehicle trip rates. The current version of the VCTM was deployed in 2016 and based on pre-Census 2020 demographic data as well as pre-COVID assumptions, making the base year and forecast year scenario unreliable. Historically VCTC updates the VCTM every five to seven years to keep results valid and the model is once again in need of updating.

The Request for Proposals (RFP) solicits proposals from qualified contractors to update the VCTM base year and baseline forecast year scenarios. In addition to the model update, VCTC is seeking a contractor to provide ongoing model support.

DISCUSSION:

Since the last comprehensive update of the Ventura County Transportation Model in 2016, the travel demand context has undergone significant changes in the wake of the COVID-19 pandemic and with the breaking of long-run demographic assumptions revealed by the 2020 Census. Within the past few years, big-data resources have become increasingly accessible, providing new opportunities to improve our understanding and modeling of the transportation system. Changes to the California Environmental Quality Act (CEQA) and environmental policy have also reprioritized the data needs of model stakeholders, creating a greater need for granular and accurate estimation of Vehicle Miles Traveled (VMT).

VCTC is seeking a qualified contractor with traffic model development expertise to perform a comprehensive update of the VCTM base-year and baseline forecast model scenarios. The VCTM base-year scenario will be updated and validated to the year 2020. The baseline-forecast scenario will be updated

to forecast baseline traffic in 2045, with programmed projects from the Regional Transportation Plan and an updated General Plan land use build-out scenario in consultation with city and County planning staff. The final product will include three baseline forecasts: average, low, and high VMT growth/impact future scenarios.

In addition to identifying a consultant with the technical competency to update the VCTM, the goals of this RFP also include selecting a well-rounded consultant partner who can engage local jurisdictions and other VCTM stakeholders, develop creative solutions to support VCTC partner agency needs, support Countywide implementation of VMT analysis required by changes to CEQA under SB743, and leverage the model to support County planning and policy insights.

The updated VCTM will be available to all VCTC partner agencies to use for project environmental impact scenario modelling or to refine/develop local (sub-countywide) traffic models. Through the model update, VCTC will also publish updated VMT data/mapping and other standard metrics to support partner agency workflows.

Funding to update the VCTM is included in the approved Fiscal Year 2024/2025 Regional Transportation Planning Program Budget.

Staff recommends the Commission approve the release of the Request for Proposals for consultant services to update the VCTM. Staff plans to return to the Commission in December 2024 with a recommendation for contractor selection and begin engagement with VCTM stakeholders in the new year.



September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: DISASTER RECOVERY CONSULTANT SERVICES REQUEST FOR PROPOSALS

RECOMMENDATION:

- *Ratify release of a Request for Proposals (RFP) for Disaster Recovery Consultant Services.*

BACKGROUND:

Portions of the Santa Paula Branch Line (SPBL) railroad were damaged by flooding during severe winter storms in January 2023, notably the Sespe Creek Overflow railroad bridge. The railroad bridge requires reconstruction to restore rail service and reconnect the Fillmore-Piru segment with the remainder of the SPBL and the mainline at East Ventura. On January 14, 2023, a federal disaster was declared for California Severe Winter Storms, Flooding, Landslides, and Mudslides (DR-4683-CA), including Ventura County, which opens eligibility for Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) reimbursement of costs related to disaster recovery.

VCTC has followed a phased approach to repairing the railroad bridge: (1) design, engineering, and environmental compliance and permitting to restore the bridge's pre-disaster design, capacity, and function (in alignment with FEMA policy), and (2) construction. After a competitive procurement process, in June 2023, VCTC executed a contract with RailPros, Inc. for compliance with State and Federal environmental laws and permitting requirements, structural design and engineering, development of specifications consistent with applicable standards, evaluating design variations to mitigate future hazards, project management, coordination with the railroad operator, and preparation of construction bid documents. By January 2024, the 100% design had been completed, informed by the results of hydrological, geotechnical, historical, environmental, and other analysis. On February 2, 2024, after a subsequent competitive procurement process, the Commission approved and VCTC executed a second contract with RailPros, Inc. for Construction Management Support Services, with plans to proceed with construction of the bridge as designed.

However, on February 4-5, 2024, an atmospheric river storm and resulting water flows caused additional erosion behind the abutment and underneath the railroad track structure, exposing approximately 50 additional feet of track beyond the damage caused by the January 2023 storm. On April 13, 2024, a second federal disaster was declared for several California counties affected by severe winter storms, tornadoes, flooding, landslides, and mudslides from January 31 to February 9, 2024 (DR-4769-CA). VCTC participated in an Applicant Briefing hosted by CalOES on May 1, 2024 and initiated the Request for Public Assistance process for the 2024 storms (DR-4769).

DISCUSSION:

With two declared federal disasters and navigating complex regulatory and FEMA Public Assistance program issues, VCTC required support from a consultant with Disaster Recovery and FEMA Public Assistance expertise. With statutory deadlines approaching and a need to respond as quickly as possible over the Summer 2024, staff recommended, and the Executive Director concurred, quickly entering a short-term, limited amount contract with an experienced Disaster Recovery consultant through a sole source contract, while simultaneously competitively procuring a consultant to assist VCTC over the longer term with technical assistance, compliance with FEMA PA and CalOES requirements, reimbursement requests and expenditures tracking, and other recovery efforts. When competitively procured, Disaster Recovery consultant services are eligible for reimbursement from FEMA under Category Z Administrative Costs.

VCTC's Adopted Procurement Policies and Procedures Section III. Methods of Procurement, G. Sole Source Procurement, allows sole source selection "when the procurement is infeasible under small purchase procedures, sealed bids, or competitive proposals" and one several identified conditions applies. Section III.G.b. allows sole source selection when the "public exigency or emergency for the procurement will not permit a delay resulting from a competitive solicitation." Response to FEMA requests for information and decisions about how to proceed with the Sespe Creek project were necessary, and with rapidly approaching statutory deadlines in July and August 2024 to obligate FEMA PA funding for DR-4683 and DR-4769, the public exigency provision was triggered, and a sole-source procurement was warranted. In late June 2024, VCTC Executive Director executed a 3-month contract with AG Witt, LLC, a firm with disaster recovery experience in California and across the United States, that extends through September 30, 2024. At the same time, staff began to develop an RFP and template contract for longer-term disaster recovery support beyond the temporary, emergency contract.

A disaster recovery consultant will assist VCTC with post-disaster FEMA Public Assistance cost-recovery management services for past, current, and future emergency declarations and VCTC recovery efforts under state and federal aid programs (FEMA and CalOES specifically). The approved Fiscal Year 2024/2025 Santa Paula Branch Line Program Budget, Consultant Services Line Item, included sufficient funding for a short-term contract.

For longer-term disaster recovery consultant support, VCTC's Adopted Procurement Policies and Procedures Section III.B, Methods of Procurement, Small Purchase Procedures, provides criteria for purchases that are "relatively simple and informal procurement methods for securing services, supplies or other property that do not cost more than \$250,000 in the aggregate." In accordance with the procurement policy, price quotes must be obtained from three or more qualified sources and documentation is required for how the price was determined to be fair and reasonable. Staff estimates a monthly cost for consultant support of \$8,000, for a total cost of \$192,000 over a two-year period.

Staff prepared and released an RFP for disaster recovery consultant services on August 12, 2024, with proposals due no later than August 30, 2024. The RFP was sent by email to a list of nine (9) disaster recovery consultant firms and posted to the VCTC Contracts web page. Such an approach allows for an expedited, timely, and competitive selection process and meets VCTC and FEMA Public Assistance procurement requirements. A budget amendment is requested to increase the Consultant Services expenditures line item by \$192,000 and to increase the State Transit Assistance (STA) revenues line item by a corresponding \$192,000.

Recommendation:

Staff recommends ratification of the release of a Request for Proposals (RFP) for Disaster Recovery Consultant Services and a Budget Amendment as described above. Staff will return to the Commission in October to request approval of the selected consultant and contract award.



Item 10R

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CAITLIN BROOKS, PROGRAM MANAGER- TRANSPORTATION PLANNING
SUBJECT: SCAG REGIONAL EARLY ACTION PLANNING COUNTY TRANSPORTATION COMMISSIONS PARTNERSHIP PROGRAM BUDGET AMENDMENTS

RECOMMENDATION:

- *Approve an Amendment to the Santa Paula Branch Line Program Budget to increase revenues by \$77,000 in a new SCAG REAP CTC PP category, increase revenues by \$1,600,000 in a new Surface Transportation Block Grant (STBG) category, and to increase expenditures by a corresponding \$1,677,000 in the Consultant Services category.*
- *Approve an Amendment to the Regional Transportation Planning Program Budget to increase revenues by \$300,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$300,000 in the Consultant Services category.*
- *Approve an Amendment to the Regional Transit Planning Program Budget to increase revenues by \$2,100,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$2,100,000 in the Consultant Services category.*
- *Approve an Amendment to the Accessibility Services Program Budget to increase revenues by \$300,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$300,000 in the Consultant Services category.*
- *Approve an Amendment to the Regional Transit Technology Program Budget to increase revenues by \$1,000,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$500,000 in the Consultant Professional Services category and \$500,000 in the Equipment category.*

BACKGROUND:

The County Transportation Commissions (CTC) Partnership Program (PP) is part of the Regional Early Action Planning (REAP) program funded through a grant to the Southern California Association of Governments (SCAG) from the State of California Department of Housing and Community Development (HCD). On April 12, 2023, SCAG issued a Call for Projects and Final Guidelines for the 2023 CTC PP. Since issuance of Draft Guidelines in September 2022, VCTC staff collaborated with SCAG to identify eligible projects and prepare for the Call for Projects. Eligibility extended to the six CTCs within the six-county SCAG region to support transformative planning and implementation of the Regional Transportation Plan / Sustainable Communities Strategy (2020 Connect SoCal) Key Connection strategies.

SCAG sought applications for regionally significant and scalable projects across four categories: Transit Recovery, Mobility Integration & Incentives, Shared Mobility & Mobility Hubs, and VMT Bank & Exchange Programs. Projects must have a demonstrated nexus to housing and infrastructure to support new housing and meet all defined program objectives: (1) Accelerating Infill Development that Facilitates Housing Supply, Choice and Affordability; (2) Affirmatively Furthering Fair Housing, and (3) Reducing Vehicle Miles Traveled.

VCTC staff worked with SCAG to identify project concepts for further development into grant applications upon issuance of the Final Guidelines and Call for Applications. Project concepts were coordinated with key stakeholders and reviewed by each of the three VCTC advisory committees (Transportation Technical Advisory Committee – October 2022, Transit Operators Advisory Committee – November 2022, and Citizens Transportation Advisory Committee/Social Services Transportation Advisory Committee – April 2023), with feedback from stakeholders and advisory committees integrated into the grant applications. On May 12, 2023, the Commission approved submittal of five grant applications and associated project prioritization. SCAG evaluated and selected applications based on merit, with an effort to allocate resources according to a county's share of the regional population. The estimated population-based share of funding for Ventura County was approximately \$3.5 - \$4.0 million. On July 6, 2023, the SCAG Regional Council approved four of the five project applications submitted by VCTC for a total grant award of \$3,777,000. There is no local match required. Approved projects and corresponding award amounts include:

1. Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements (\$1,500,000)
2. Santa Paula Branch Line (SPBL) Trail Master Plan and Environmental Impact Report (EIR) Update (\$1,677,000)
3. Countywide Paratransit Integration Analysis (\$300,000)
4. Community Traffic Calming and Pedestrian and Bicycle Safety Program (\$300,000)

On December 1, 2023, the VCTC Board approved the Memorandum of Understanding with SCAG and amended program budgets to receive REAP funding (MOU 010-24).

DISCUSSION:

On January 10, 2024, the State budget proposal called for a \$300 million rescission of REAP funding, and the SCAG paused the program because of budget uncertainty. Given the uncertainty with the state budget, VCTC staff pursued Surface Transportation Block Grant Program (STBG) funding for the Community Traffic Calming and Bicycle and Pedestrian Safety Program and the SPBL Trail Master Plan Update and EIR/EIS. Both projects were awarded STBG funding on July 6, 2024 (\$1,600,000 for SPBL, \$300,000 for Community Traffic Calming).

After the State budget restored the bulk of REAP funding, on July 18, 2024, SCAG lifted the stop work order and notified VCTC to continue work under MOU 010-24. All deliverables for REAP-funded projects must be completed by November 30, 2025. SCAG is working to secure an extension, though it is not known whether the Legislature will grant an extension. While this is a much shorter timeline than originally anticipated, staff took steps to ensure project readiness, such as preparing and releasing Requests for Proposals for consultant support before the stop work order was issued in January 2024. After reviewing feasibility to complete the projects within the allotted REAP timelines and other factors, staff believes that the SPBL Trail Master Plan Update is more appropriately funded by a combination of STBG and REAP CTC PP funding, given a longer project timeline than was reasonable within the REAP grant period of performance. Staff recommends that the bulk of REAP funds awarded to the SPBL Trail Master Plan (\$1,600,000) be reallocated to the Transit Stops & Stations project. As such, the SPBL Trail Master Plan Update and EIR/EIS will be funded primarily by STBG funding instead of REAP. On the other hand, the Community Traffic Calming Program (CTCP) is achievable within the REAP CTC PP timelines. By using REAP funds for the CTCP in lieu of STBG, VCTC can request that SCAG reallocate the \$300,000 of awarded STBG funds to the City of Thousand Oaks for the Lynn Road project.

The short REAP timeline and budget uncertainty has impacted all projects to some degree. A summary of the project impacts is included below:

- SPBL Trail Master Plan and Environmental Impact Report – Staff released the Request for Proposals (RFP) on December 9, 2023, and cancelled the RFP on January 26, 2024 when SCAG released the notice to stop work. The RFP will be updated to meet federal funding requirements

and re-released. Due to the short REAP timeline, the project will be completed using both REAP (\$77,000) and STBG (\$1,600,000) funding.

- Community Traffic Calming and Pedestrian and Bicycle Safety Program – Staff released the Request for Proposals (RFP) on January 5, 2024, and cancelled the RFP once SCAG released the notice to stop work on January 26, 2024. The project was awarded both REAP and STBG funds but will be funded by REAP. Staff plans to re-release the RFP in September 2024.
- Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements – It has been a challenge to ensure this project is completed on schedule within the tight REAP timeframe since the initial project award. As such, it was originally structured to be completed under a “design build” contract. The Request for Qualifications (RFQ) was released prior to the work stoppage and was re-released at the end of August 2024. Due to the timeline uncertainty, the RFP scope will be revised to include conditional tasks which will only be fulfilled if the REAP program receives a timeline extension. Additionally, because the SPBL Trail Master Plan and Environmental Impact Report will be funded by STBG funds, the scope of the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements will be broadened to incorporate transit enhancements beyond bus stops and will be amended to include open loop readers (payment readers that allow passengers to tap their debit or credit card to pay fares) for Ventura County transit operators. SCAG is aware of this scope adjustment and supportive of funding open loop readers. VCTC staff are confident the project can be completed within the available timeline.
- Paratransit Integration Analysis (PIA) – This project is underway as part of the Short-Range Transit Plan (SRTTP), and the contract was awarded prior to the work stoppage. Once the SRTTP/PIA is complete, staff anticipates there will be additional REAP funds remaining. Staff is currently identifying projects that are recommended as part of the Transit Integration and Efficiency Study (TIES) and the PIA that can be funded with the remaining REAP funding and be completed on time. The recommendations from TIES and PIA will be amended into a revised PIA implementation scope.

VCTC staff has been working with SCAG staff to finalize the REAP project changes. With the Commission’s approval, staff will finalize and submit all documents necessary to update the scope and redistribute the funds for these projects. Program budget amendments are needed across five VCTC program budgets to add the REAP grant funds as a revenue source, to be called “SCAG REAP CTC PP,” and increase expenditures, as follows:

- Amend the Santa Paula Branch Line Program Budget to increase revenues by \$77,000 in a new SCAG REAP CTC PP category, increase revenues by \$1,600,000 in a new Surface Transportation Block Grant (STBG) category, and to increase expenditures by a corresponding \$1,677,000 in the Consultant Services category for the SPBL Trail Master Plan Update and EIR/EIS project.
- Amend the Regional Transportation Planning Program Budget to increase revenues by \$300,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$300,000 in the Consultant Services category for the Community Traffic Calming and Bicycle and Pedestrian Safety project.
- Approve an Amendment to the Regional Transit Planning Program Budget to increase revenues by \$2,100,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$2,100,000 in the Consultant Services category for the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements.
- Approve an Amendment to the Accessibility Services Budget to increase revenues by \$300,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$300,000 in the Consultant Services category for the Paratransit Integration Analysis.
- Approve an Amendment to the Regional Transit Technology Program Budget to increase revenues by \$1,000,000 in a new SCAG REAP CTC PP category and to increase expenditures by a corresponding \$500,000 in the Consultant Professional Services category and \$500,000 in the Equipment category for the Open Loop Payment system within the Countywide Transit Stops and Stations Assessment and Infrastructure Improvements project.

Staff respectfully request approval of the Recommended Action to approve the budget amendments.



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Item 10S

September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT

RECOMMENDATION:

- Receive and File

BACKGROUND:

This reporting period covers the fourth quarter of FY24. As a data driven and transparent organization, VCTC staff provides quarterly reports that include ridership data, performance measures, and goals for VCTC Intercity Transit as well as Metrolink and Pacific Surfliner. This report looks at the fourth quarter of Fiscal Year (FY) 2024, April 1, 2024 – June 30, 2024.

DISCUSSION:

VCTC's Intercity quarterly ridership saw a modest rise of 2.8% compared to the same period last year, marking the 13th consecutive quarter of consistent growth in ridership. The quarter's ridership stands at 56% of pre-pandemic levels, representing the highest ridership since before the pandemic when comparing this quarter.

Regarding rider composition, mobility devices have seen a modest decrease of about 6% and bicycles have seen an approximately 13% increase compared to FY23. Train transfers show a slight increase of about 3% when comparing the same period in FY23.

Passenger revenue shows an increase of 13% over the same period last year. When accounting for budgeted route guarantees, passenger revenue had a slight increase of 5%. The farebox recovery ratio experienced a slight decrease of 2.6% without considering route guarantees. When including route guarantees, it decreased by 9.1%. Customer service goals were not met as complaints received for the

period exceeded 5/50,000 riders for the quarter. Intercity received sixteen (16) valid complaints this quarter. In April (8), May (4), and June (4) related to safety and customer service. VCTC Intercity did not meet its performance goal.

The weekday on-time performance (OTP) across most routes showed variability, with some routes like Conejo Connection (55) experiencing a significant decline from 66% in May to 46% in June, while others like Coastal Express (80-89) remained consistently high at 92% throughout the period. The weekday OTP for the East County route (70-73) was the lowest among all routes, improving slightly from 57% in April to 61% in May and holding steady in June; this route has been completely redesigned for the most current schedule change in August to address these performance issues.

The Metrolink Ventura County rail line ridership increased by 32% in FY24 when compared to the previous year in the same quarter. The new weekend ridership is helping to contribute to the increase. Average Station boardings in Ventura County increased by 28%. Overall Metrolink ridership on the Ventura Line is at 51% of pre-pandemic ridership with gradual improvement.

Ridership on the LOSSAN Pacific Surfliner service, which operates between San Diego and San Luis Obispo, experienced a significant 17% increase compared to the same quarter before the pandemic. Boardings in Ventura County have returned to pre-pandemic ridership levels. It's worth noting that recreational trips have seen a significant increase throughout this quarter.

VCTC INTERCITY

Quarterly Ridership Report | FY 2024 Q4

April - June 2024

95,110

Boardings

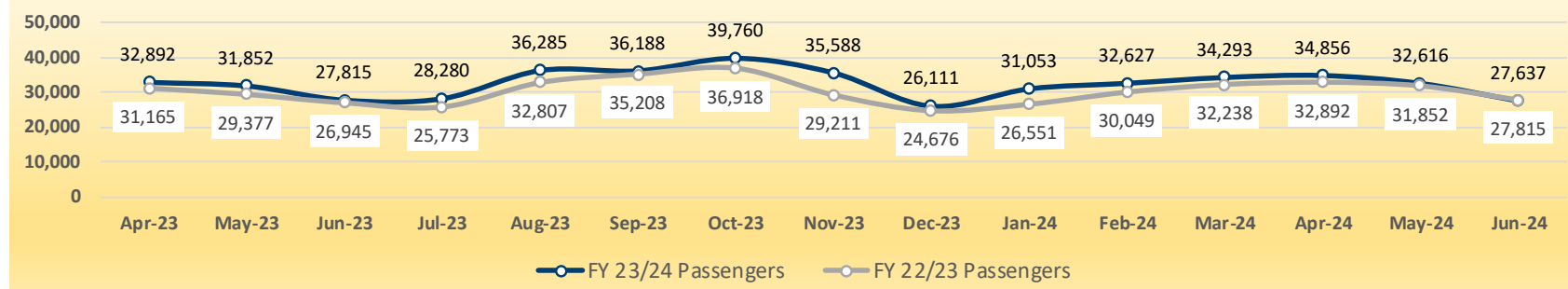


April - June 2023

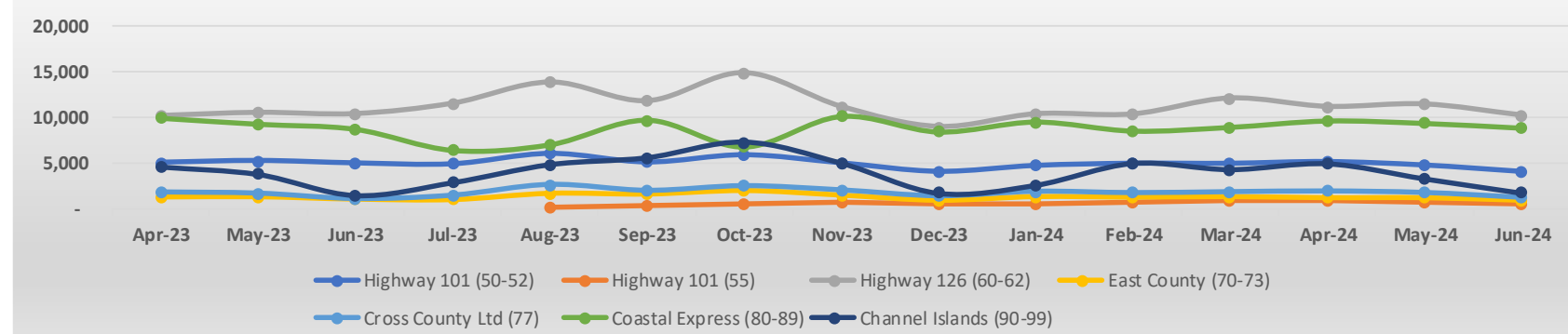
92,559

2.8%

15 Month Ridership Trends Systemwide



15 Month Ridership Trends by Route



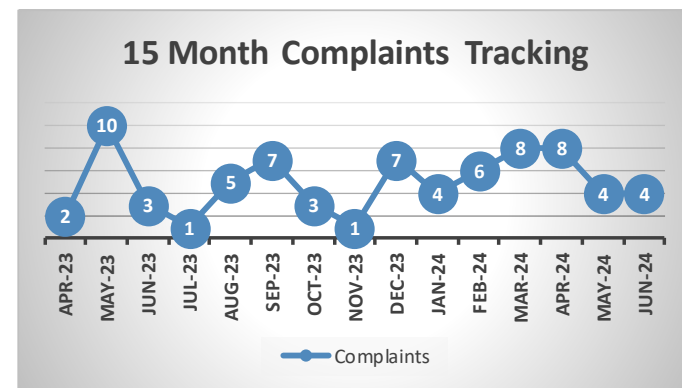
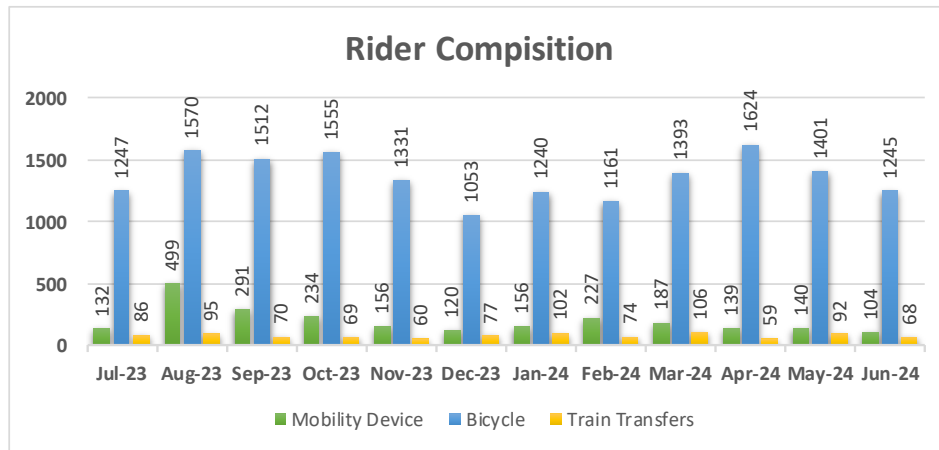
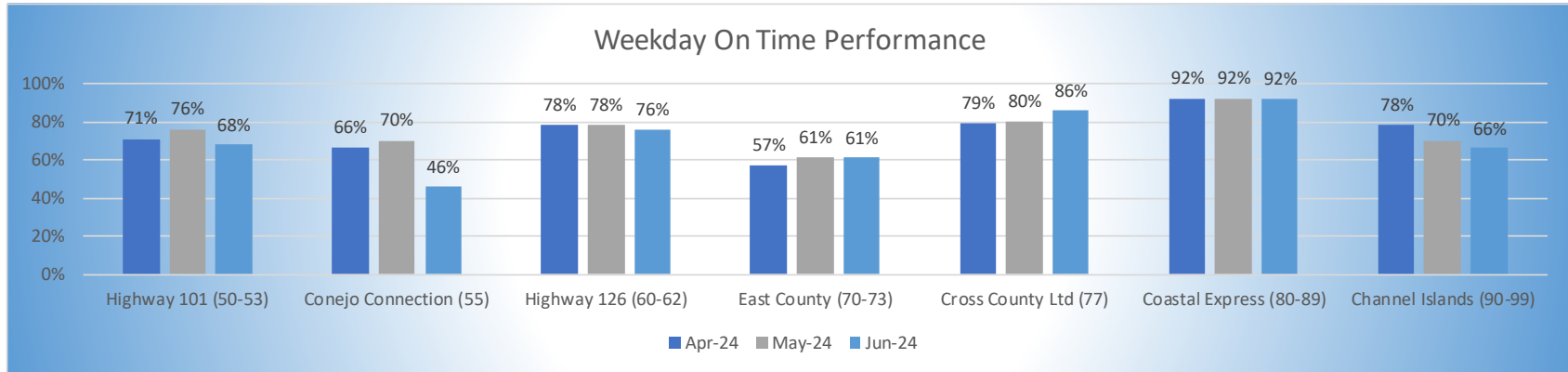
	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24
Highway 101 (50-52)	5,067	5,259	4,995	4,903	6,013	5,093	5,866	5,001	4,097	4,727	4,957	4,951	5,139	4,770	4,084
Conejo Connection (55)					210	365	438	745	489	604	775	794	805	720	493
Highway 126 (60-62)	10,168	10,512	10,377	11,527	13,866	11,799	14,901	11,170	8,956	10,357	10,338	12,100	11,174	11,443	10,222
East County (70-73)	1,294	1,314	1,071	1,023	1,670	1,594	1,958	1,483	951	1,329	1,275	1,329	1,216	1,214	953
Cross County Ltd (77)	1,834	1,706	1,141	1,496	2,627	2,003	2,493	2,050	1,433	1,903	1,762	1,862	1,936	1,778	1,266
Coastal Express (80-89)	9,938	9,283	8,728	6,437	7,045	9,731	6,803	10,133	8,444	9,527	8,542	8,944	9,642	9,377	8,859
Channel Islands (90-99)	4,592	3,778	1,502	2,894	4,854	5,603	7,301	5,006	1,741	2,606	4,979	4,313	4,945	3,314	1,760

Conejo Connection not in service in between October 22 - July 23

April - June 2024 **0.28** **6.15** **\$ 25.13** **\$210,969**  **Fare Revenue**
 Passengers / Mile Passengers / Hour Cost/Passenger Fare Revenue Fare Revenue
April - June 2023 **0.27** **6.27** **\$ 22.28** **\$186,921** **12.9%**

HIGHLIGHTS
 Cost per passenger increased by 13% from the previous year when compared to the same quarter.

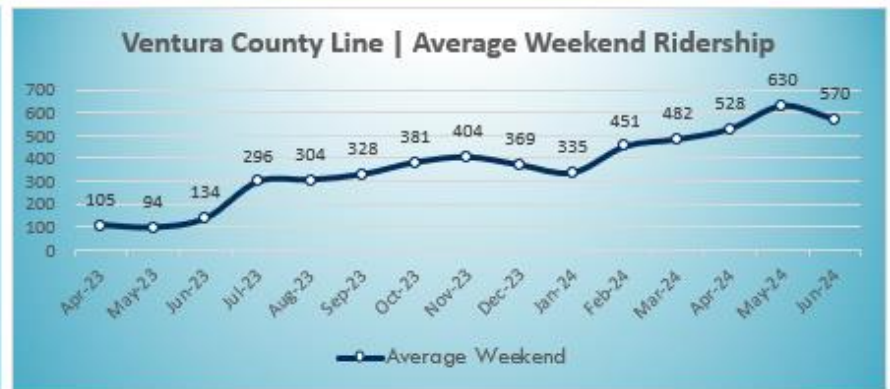
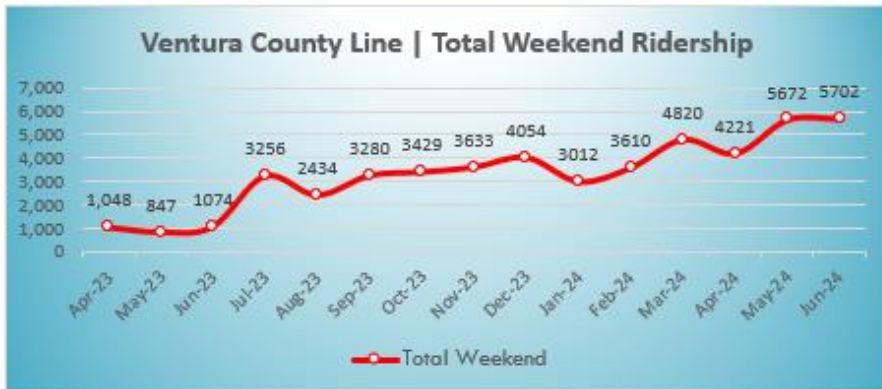
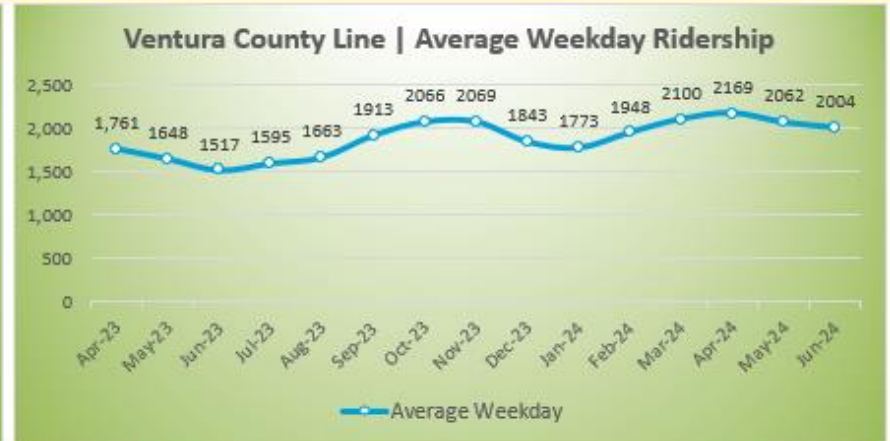
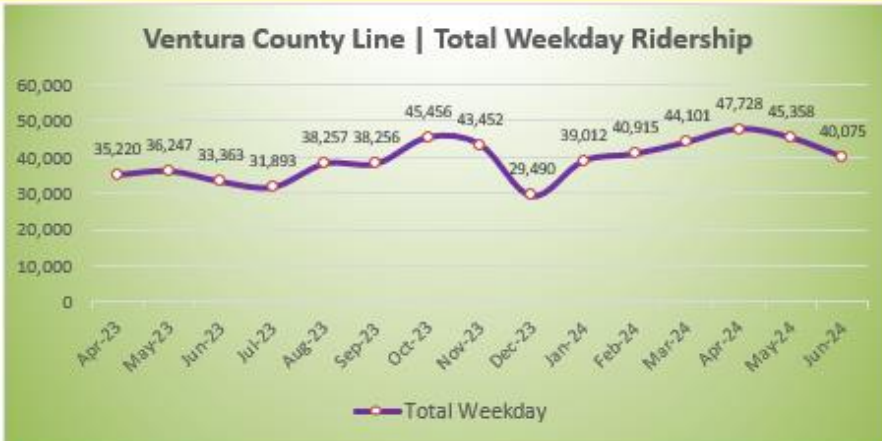
COST AND REVENUE PER PASSENGER	FY 2023	FY 2024	% Change
Operating Cost	\$ 2,062,223	\$ 2,390,362	16%
Passenger Revenue	\$ 186,921	\$ 210,969	13%
Passenger Revenue including budgeted route guarantees^	\$ 552,644	\$ 582,236	5%
Passengers	92,559	95,110	3%
Cost per Passenger	\$ 22.28	\$ 25.13	13%
Farebox Recovery Ratio not including route guarantees	9.1%	8.8%	-2.6%
Farebox Recovery Ratio including route guarantees	26.80%	24.36%	-9.1%



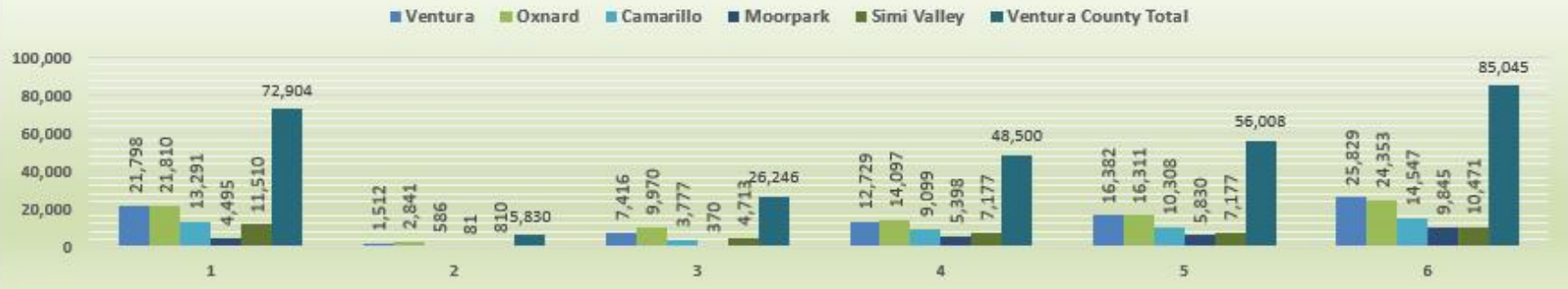
Customer Service Goals:
 No more than 5/50,000 rider complaints per quarter.

METROLINK & LOSSAN Corridor | Ventura County Line

Ridership, Productivity, and Efficiency of Service



LOSSAN Boarding & Alighting by Station Totals





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September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: REQUEST FOR PROPOSALS FOR CONSTRUCTION MANAGEMENT SERVICES
(CMS) FOR THE CAMARILLO STATION AMERICANS WITH DISABILITIES ACT
(ADA) IMPROVEMENT PROJECT**

RECOMMENDATION:

- Authorize the Executive Director to release a Request for Proposals (RFP) for Construction Management Services (CMS) for the Camarillo Station ADA Improvement Project.

BACKGROUND:

VCTC is currently underway with the Camarillo Station ADA Improvement Project. Staff is seeking the Commission’s approval to authorize the Executive Director to release an RFP for CMS needed to support the delivery of the Camarillo Station ADA Improvement Project.

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

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

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

As the first step in this effort, VCTC procured an Independent Licensed Architect (ILA) to prepare an evaluation of the ADA-compliance at the Camarillo Transit Station. The resulting report by the ILA identified needed improvements for compliance with applicable ADA requirements. The subsequent and current phase of this project is the design phase which includes developing design drawings for improvements needed at the station which will ultimately be constructed. As the project progresses

through pre-construction activities, a CMS Contractor is needed for pre-construction services and construction management support services.

CMS will be needed to support advanced preliminary engineering, final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close-out during the delivery of the Camarillo Station ADA Improvement Project.

DISCUSSION:

Outside CMS are needed to properly manage and oversee the construction of ADA improvements at the Camarillo Transit Station. Staff has prepared an RFP to solicit proposals from qualified firms to provide construction management services for the Camarillo Station ADA Improvement Project. The construction management scope of the work requires a diversity of expertise and the ability to respond to and/or resolve specialized contract issues. The proposed approach would have a Construction Management Services firm on board to assist VCTC with the review of review of the 100% Design Plan, Invitation for Bids, and assist in the Construction Contractor selection process.

VCTC staff is also exploring the potential to leverage the Los Angeles – San Diego – San Luis Obispo (LOSSAN Rail Corridor Agency's Construction Management agreement which would reduce time and costs related to issuing a procurement for CM services. If this option is not viable, then VCTC will proceed with the procurement schedule below.

The projected schedule* would sequence as follows:

- September 6, 2024 | Release RFP for Construction Management Support Services
- October 11, 2024 | Proposals Due for Construction Management Support Services
- December 6, 2024 | Commission to Consider Approval of Construction Management Contractor Selection
- February 7, 2025 | Release Invitation for Bids (IFB) for Construction Contractor
- April 2025 | Bids due for Construction Contractor
- May 2, 2025 | Commission to Consider Approval of Construction Contractor Selection
- May 2025 – August 2026 – On-Site Construction and Demobilization

* Dates are subject to change based on Commission direction, design and permitting schedules, availability of funding, and competing staff workload.



September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: CHARGING AND FUELING INFRASTRUCTURE CORRIDOR DISCRETIONARY
GRANT PROGRAM (CFI CORRIDOR PROGRAM) JOINT APPLICATION WITH
COUNTY OF VENTURA AND THE ASSOCIATION OF MONTEREY BAY AREA
GOVERNMENTS (AMBAG)**

RECOMMENDATION:

- Support AMBAG’s Central Coast Corridor Grant Application for \$624,990 to be used for the installation, operation, and maintenance of electric vehicle (EV) charging infrastructure at the Camarillo Transit Station.
- Authorize Executive director to sign a Letter of Intent to be submitted with the CFI Corridor Grant Application.

BACKGROUND:

The CFI Corridor Grant Program is a competitive grant program created by the Bipartisan Infrastructure Law (BIL) to strategically deploy public accessible EV charging and alternative fueling infrastructure in the places people live and work, in addition to along designated Alternative Fuel Corridors (AFCs). The BIL provides \$2.5 billion over five years for this program to strategically deploy EV charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

VCTC was recently invited to join in the Central Coast Corridor CFI grant application that is due September 11, 2024. The Association of Monterey Bay Area Governments (AMBAG) is the lead for the grant application and has requested that each County from Santa Cruz to Ventura submit potential sites to include in the grant application. The Camarillo Transit Station has been selected as a site for potential funding of EV infrastructure. The County of Ventura is working with VCTC staff to prepare for its portion of the submittal that will be sent to the U.S. Department of Transportation, Federal Highway Administration (FHWA) via AMBAG.

At the February 2024 Commission meeting, the Commission approved the Solutions for Congested Corridor Program (SCCP) Baseline Agreement (BA) for the “U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements in Ventura County” project. The BA sets forth the agreed-upon project scope, anticipated benefits, delivery schedule, project cost and funding plan for the selected project.

In June 2023, the California Transportation Commission (CTC) announced recommendations for funding of projects in the 2022 Solutions for Congested Corridors Grant Program (SCCP). One of the projects that was funded would install EV Chargers at the Camarillo and Oxnard Transit Stations at a cost of \$60,000. VCTC identified installing four (4) Level-2 dual-charging stations at the Camarillo Station. By participating in the CFI Grant Application, the CFI Corridor Grant Program would increase the number of chargers from two (2) dual-port Level-2 charging stations (total of 4 charging ports) awarded as part of the SCCP grant to four (4) dual-port charging stations (2 Level-2 dual-port - 4 charging ports) and 2 dual-port Direct Current Fast Charging (DCFC) EV charging stations (4 charging ports) which results in a total of eight (8) charging ports and increase funding thus eliminating the need for any local funds to be used at this location.

Half of all Ventura County's population and jobs are concentrated in the U.S. 101 corridor. Workers from within and outside Ventura County travel the corridor to reach jobs in Ventura, Oxnard, Camarillo and Thousand Oaks, using the US 101 and passenger rail systems linking the four cities. The corridor is also a critical connector for people traveling for business and pleasure along the Central Coast and throughout all California and provides the primary alternative to Interstate 5 connecting the Los Angeles region with Northern California, an especially important source of resilience in the statewide transportation network.

DISCUSSION:

As part of this grant application, VCTC is committing to host a Direct Current Fast Charging (DCFC) Electric Vehicle (EV) charging station hub on VCTC-owned property at the Camarillo Transit Station for the installation of four (4) Direct Current Fast Charging (DCFC) and four (4) Level-2 Dual Charging (DC) EV charging stations. VCTC is excited to be part of the Charging and Fueling Infrastructure (CFI) Corridor Grant submitted by the Association of Monterey Bay Area Governments (AMBAG).

VCTC has agreed to negotiate a lease agreement with a private entity, which will be responsible for the operation and maintenance of the charging infrastructure. For each charging station, VCTC also agrees to provide sufficient space for standard parking stalls and van—accessible parking stalls, access to electrical supply, and permission to install charging and electrical supply infrastructure. Our commitment to host infrastructure is contingent on approval of the final configuration of the installation, agreed-upon leasing terms from the private entity that is selected through a competitive procurement process and documentation that all environmental and regulatory processes have been completed.

VCTC is pleased to collaborate with the County of Ventura and AMBAG to seek funding to install electric vehicle charging infrastructure, in an effort to facilitate the transition to zero emission vehicles. VCTC looks forward to this funding opportunity to install charging infrastructure along U.S. 101 and connecting highways to equitably fill in the gaps in infrastructure and increase charging resiliency for our residents and travelers along the Central Coast.

ATTACHMENTS

Exhibit 1 – Letter of Intent



September 6, 2024

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 24/25 Metrolink operations subsidy is \$16,373,493 for VCTC, which is on par with the FY 23/24 costs.

As mentioned last year, the subsidy for Metrolink service has increased over 50% 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.

Additionally, VCTC is working with SCRRA on an agreement that will allow for the Working Capital funds to be available to SCRRA on behalf of VCTC, ensure that the previously CARES remain with SCRRA and are not returned back to VCTC and uses some of those funds to preprogram FTA funds for SCRRA. Because the FTA funds take so long to go through the grant process and be available for SCRRA's use, it creates a cash flow issue for SCRRA. This leads to SCRRA showing that VCTC is late on payments. However, these are funds that do not flow through the VCTC budget and instead go directly from the FTA to SCRRA. Preprogramming the funds will support their cash flow issues.

Service to Santa Barbara

Over the last year and a half, 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 are waiting on a proposal from LOSSAN, who has to work through the California State Transportation Agency (CalSTA). Additional equipment is needed for LOSSAN to run this service and VCTC understands from CalSTA that this service is not a priority for any equipment that is available and that their priority is for LOSSAN to increase service to prepandemic levels prior to expanding additional service north of Los Angeles.

SBCAG and VCTC have reviewed SCRRA's cost proposal and there is not enough funding between the two agencies (VCTC has \$3.8 million of SB 125 funds allocated to this service and SBCAG has revenue from their sales tax available) to fund this service on an ongoing basis until FTA revenues come in after seven years. Due to this, VCTC and SBCAG are working with CalSTA to secure funding to fund the service prior to FTA revenues being generated.

There are a number of other agreements and logistics to be worked out as well. It is the goal to implement this service in April 2025 but that could be delayed due to funding issues or needing to work with external parties to implement the service.

Update on Capital Projects

There has been significant progress achieved on the Camarillo Station Americans with Disabilities Act (ADA) Improvement Project. The project is currently in the 90% design phase with the anticipation of releasing a Request for Proposals for Construction Management Services in early September with a subsequent issuance of an Invitation for Bids for Construction Services in Fall 2024. VCTC has been coordinating with key stakeholders such as LOSSAN, City of Camarillo, Union Pacific Railroad, SCRRA, and Amtrak on the project.

VCTC and SCRRA are also advancing on the Simi Valley Double Track Project as part of SCRRA's Southern California Optimized Rail Expansion (SCORE) program to upgrade SCRRA's system prior to the Los Angeles 2028 Summer Olympic and Paralympic Games. The project is currently in the Right-of-Way acquisition phase and is coordinating with key stakeholders to relocate fiber optic lines. When the project is completed, this project will enable more frequent service (when combined with other SCORE projects, improve service reliability, and enhance safety via improved at-grade crossings.

Additionally, the Leedale siding project is currently in the 25% design phase. LOSSAN is leading this project and it will allow for reduced wait times for train meets and greater operational flexibility.



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SEPTEMBER 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: SESPE CREEK OVERFLOW RAILROAD BRIDGE UPDATE AND APPROVE CONTRACT FOR EMERGENCY REPAIRS

RECOMMENDATION:

- *Receive an update on efforts to repair and reconstruct the Sespe Creek Overflow railroad bridge.*
- *Ratify release of Invitation for Bids (IFB) for emergency repairs to stabilize the west embankment of the Sespe Creek Overflow and approach to the railroad bridge.*
- *Authorize the Executive Director to finalize an award and execute an Agreement with Summer Construction to complete the emergency repairs in an amount not to exceed \$823,226.30.*
- *Authorize the Executive Director to exercise Option 1 to the Agreement in the event of an emergency.*
- *Receive a report requested by the Federal Emergency Management Agency (FEMA) on the benefits and costs of three alternatives for the permanent repairs to the Sespe Creek Overflow railroad bridge and direct staff to continue to pursue Alternative 1 (Partial Bridge Repair).*

BACKGROUND:

The Sespe Creek Overflow railroad bridge is located at approximately Mile Post 423.44 on the Santa Paula Branch Line (SPBL) railroad, just west of Fillmore, California. The bridge was constructed in 1969 and has a total length of 450 feet, vertical clearance of 14 feet, and 15 spans of 29 feet-10 inches each. On the early morning of January 10, 2023, heavy rain, stream flow, and debris accumulated during a series of storms and washed out three spans, or approximately 90 feet, of the railroad bridge. Three spans on the western end of the bridge were destroyed and require reconstruction to restore to pre-disaster design, capacity, and function to restore rail service on the bridge. Bridge repair is necessary to reconnect the Fillmore-Piru segment of the SPBL railroad with the remainder of the SPBL and restore the connection to the mainline at East Ventura. On January 14, 2023, the President of the United States issued a disaster declaration for California Severe Winter Storms, Flooding, Landslides, and Mudslides (DR-4683), including Ventura County. This declaration opens up eligibility for Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) reimbursement of costs related to storm recovery, including restoration of the Sespe Creek Overflow bridge to pre-disaster condition, capacity, and function.

The Railroad Lease and Operations Agreement with Sierra Northern Railway (SNR) includes provisions covering responsibilities for repair or replacement of railroad facilities. In general, SNR is responsible for the cost of repair, replacement, or reconstruction of damaged railroad facilities for the railway to conduct its operations. However, in the case of "Damage Caused by Acts of God or Other Factors" (such as storm damage), the Agreement includes a provision for SNR and VCTC to cooperate to seek funding for repair or replacement of damaged railroad facilities.

VCTC has followed a phased approach to repairing the railroad bridge. Phase 1 included design, engineering, and environmental compliance and permitting to restore the bridge's pre-disaster design, capacity, and function, followed by construction in Phase 2. After a competitive procurement process, in June 2023, VCTC executed a contract with RailPros, Inc. for compliance with State and Federal

environmental laws and permitting requirements, structural design and engineering, development of specifications consistent with applicable standards, evaluating design variations to mitigate future hazards, project management, coordination with the railroad operator, and preparation of construction bid documents. By January 2024, the 100% design had been completed, informed by the results of hydrological, geotechnical, historical, environmental, and other analysis. On February 2, 2024, after a subsequent competitive procurement process, the Commission approved and VCTC executed a second contract with RailPros, Inc. for Construction Management Support Services, with plans to proceed with construction of the bridge as designed. However, on February 4-5, 2024, an atmospheric river storm and resulting water flows caused additional erosion behind the abutment and underneath the railroad track structure, exposing approximately 50 additional feet of track beyond the damage caused by the January 2023 storm. On April 13, 2024, the President of the United States signed a disaster declaration for several California counties affected by severe winter storms, tornadoes, flooding, landslides, and mudslides from January 31 to February 9, 2024 (DR-4769). VCTC participated in an Applicant Briefing hosted by CalOES on May 1, 2024 and initiated the Request for Public Assistance process for the 2024 storms. CalOES recommended that VCTC discuss with FEMA how to best manage the Sespe bridge repairs as a single project across the two declared disasters.

DISCUSSION:

Emergency Repairs. VCTC and the RailPros team have worked to plan, permit, and procure emergency repairs to stabilize the west embankment of the Sespe Creek Overflow railroad bridge while continuing to plan for a permanent bridge repair. Since May 2024, efforts have been focused on addressing the additional damages to the railroad approach caused by the February 2024 storms, which resulted in a vertical cut-bank behind the bridge abutment and loss of the embankment, and to prepare a geomorphic assessment to evaluate the stability of the slope and potential impacts of future storm events. The design team developed and revised several repair options that would meet the requirements of a Regional General Permit 63 (RGP 63) from the United States Army Corps of Engineers (USACE). To qualify for an RGP 63, the project must address a clear, sudden, unexpected, and imminent threat to life or property that demands immediate action, be the minimum necessary to alleviate the immediate emergency, unless complete reconstruction only results in very minor additional impact to aquatic resources and is as expedient as possible and be limited to in-kind replacement or refurbishment. The emergency repairs meet these criteria as the emergency repairs are necessary to prevent further damage to the bridge and surrounding public infrastructure in advance of the winter storm season.

The first slope stability scope of work repair exhibit was reviewed by VCTC and Sierra Northern on May 9. The initial repair option consisted of rebuilding the embankment in front of the abutment and installing protective measures above and around it. The design team believed that this option would prevent further erosion of the embankment and protect Old Telegraph Road bridge downstream from potential damages. On July 12, VCTC issued an emergency Invitation for Bids (IFB) for construction contractor support to stabilize the embankment. However, on July 19, USACE declined the RGP 63 application for this option, and again on July 23, stating that the proposed project was too expansive to meet the criteria for an emergency and that the project was not the minimum necessary work required to remedy the emergency. The design team shared a memorandum from the hydraulic engineer dated July 24 with USACE to justify the proposed repair option and explain the urgency of the situation. VCTC also met with USACE in person on July 25 to discuss the scope of work and seek their feedback. As a result of these communications, the design team reduced the scope of work significantly to accommodate USACE's concerns. With significant changes to the scope of work, VCTC canceled the initial IFB on July 29.

On August 5, the environmental permitting manager met with USACE on-site to determine the current ordinary high-water mark (OHWM) and the extent of repair work. USACE requested that the repair work be pulled back further away from the OHWM and that VCTC reclaim the pre-storm event OHWM and the eroded embankment area via the nationwide permit process. The design team revised the repair option accordingly and submitted a memorandum dated August 9 stating that the final repair option would provide some protection and limit impacts to the long-term repair permit process, although the resilience of the repairs has been compromised. Given the possibility of another storm season of similar or lesser magnitude, a contingency plan was adopted into the current construction services procurement to include a bid option to procure additional riprap material in case of further damages and an emergency response plan that allows the contractor to perform repairs between January and March 2025, which will expedite the

future repair response if needed. On August 19, USACE initiated notification to local regulatory agencies for the final scope for the temporary emergency repair submitted in the latest application. On August 28, USACE issued the final RGP 63. The design team is reviewing supporting documentation for the long-term repair to make modifications as needed based on the final scope of the short-term repair, as one affects the other.

Invitation for Bids (IFB) and Consultant Contractor Selection. Based on the revised emergency repairs exhibit and scope of work, on August 21, VCTC released a revised IFB to 12 construction firms and posted the IFB on the VCTC Contracts website. On August 26, VCTC posted an Addendum to respond to questions received from prospective firms. **Attachment A** includes the final IFB, Scope of Work, Template Agreement, and attachments. The IFB includes an optional task to procure and install additional rip rap in the event of an emergency during the upcoming winter storm season from December 1, 2024 to March 30, 2025. Optional work would only be undertaken at the direction of VCTC if/as needed. The IFB called for Low Bid selection of a qualified contractor. Bids were due on August 28 no later than 4:00pm Pacific Standard time. As of the deadline, three (3) bids were received with costs ranging from \$823,226.30 to \$1,515,713.60 (without Option 1) and from \$945,101.30 to \$1,723,313.60 (with Option 1). VCTC Staff and the design and construction management teams reviewed the bids based on selection criteria included in the IFB. The lowest responsive bid was from Summer Construction in the amount of \$823,226.30 (without Option 1) and \$945,101.30 with (Option 1). Summer Construction meets all of the minimum requirements included in the IFB and has recent experience working in the Sespe Creek Overflow, having completed emergency repairs to Old Telegraph Road bridge on behalf of the County of Ventura.

The Fiscal Year 2024/2025 Santa Paula Branch Line program budget includes sufficient funding to complete the proposed emergency repairs using State Transit Account (STA) funding as a bridge to FEMA reimbursement.

Permanent Repair and FEMA Support. On June 18, 2024, VCTC met with FEMA personnel for a Recovery Scoping Meeting (RSM), an important step in the FEMA reimbursement process. During the RSM, FEMA suggested that the February 2024 storm damage should be incorporated into the first disaster declaration (DR-4683) using a “means and methods of repair” approach and that replacement of the full bridge should be pursued under the “50% rule” whereby if repair costs are 50% of replacement costs, that replacement of the entire facility should be completed. Replacement of the full bridge would involve raising the bridge above the 100-year flood level, which also affects rail and other infrastructure on either end of the 450-foot railroad bridge. FEMA requested cost estimates for replacement of the full bridge under current consensus-based codes and standards and an in-kind repair of the damaged portions of the bridge for comparison against the VCTC-recommended alternative, a more resilient repair of the damaged portions of the bridge under current codes and standards. **Attachment B** provides an overview of the benefits and limitations of each alternative and associated cost estimate. The VCTC-selected alternative is approximately 31.8% of the cost of full bridge replacement. This does not consider any changes to the US Army Corps of Engineers levee protecting Fillmore, which may be required to raise the bridge, which would further exacerbate the cost differential.

With disaster recovery consultant support, VCTC staff continues to work with FEMA to document damages, develop project descriptions, respond to requests for information, and work towards obligation of FEMA funding to complete bridge reconstruction. Current FEMA guidance has been modified to include all damages from both storms under the more recent disaster (DR-4769).

Timeline for Emergency and Permanent Repairs. Based on the current schedule, emergency repairs will be completed by November 30, 2024. Considering permitting and procurement delays for the emergency repairs, VCTC and the design and construction management teams anticipate proceeding with procurement for a permanent solution in January with a notice to proceed with construction for the permanent solution in February or March, and construction of a permanent bridge solution in late Spring / early Summer 2025. Coordination with the Ventura County Watershed Protection District and the County of Ventura, permitting, procurement, construction, and securing hazard mitigation funding for a long-term solution for the channel may require additional time beyond the Summer 2025 construction season.

RECOMMENDATION:

Staff recommend that the Commission ratify release of an Invitation for Bids (IFB) for emergency repairs to stabilize the west embankment of the Sespe Creek Overflow and approach to the railroad bridge. Staff also recommend that the Commission authorize the Executive Director to finalize an award and execute an Agreement with Summer Construction to complete the emergency repairs in an amount not to exceed \$823,266.30. Staff recommend the Commission authorize the Executive Director to exercise Option 1 to the Agreement pursuant to Section 6.1 of the Invitation for Bids if/as needed in the event of an emergency. Lastly, staff recommend that the Commission direct staff to continue to pursue Alternative 1 ("Partial Bridge Repair," which includes replacing the three washed-out spans with two longer spans while adhering to consensus-based codes and standards) based on the RailPros memorandum included as Attachment B.



September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: ARROYO SIMI BRIDGE SUICIDE PREVENTION TASK FORCE UPDATE

RECOMMENDATION:

- *In recognition of September as Suicide Prevention Month, receive and file an update on the Arroyo Simi Bridge Suicide Prevention Task Force efforts, including a physical barrier and community-based solutions.*

BACKGROUND:

Since June 2022, the Ventura County Transportation Commission (VCTC) and Caltrans District 7 have co-facilitated a Task Force dedicated to addressing transportation-related suicides and suicide attempts on the Arroyo Simi Bridge on State Route (SR) 23 in Moorpark. Recognizing that Arroyo Simi Bridge had become a frequent location for suicides and suicide attempts, partners across the region came together to address this public safety need through both community-based and physical barrier approaches. Representatives of VCTC, Caltrans District 7, County of Ventura, City of Moorpark, City of Simi Valley, California Highway Patrol (CHP), Ventura County Sheriff's Office, and Didi Hirsch Mental Health Services meet on a quarterly basis on the 4th Thursday of January, April, July, and October to discuss solutions and coordinate activities.

DISCUSSION:

The Task Force divides its activities into two primary categories: Physical Solutions and Community-Based Solutions. On the Physical Solutions side, Caltrans initiated a project in July 2022 to install a barrier fence along the bridge to discourage and provide additional time to respond to suicide attempts. The barrier fence is similar to the completed fence project on SR-154 in Santa Barbara County near Lake Cachuma. Caltrans completed the Environmental and Preliminary Design phase in October 2023 and completed Final Design in August 2024. The approximately \$10 million project will go to the California Transportation Commission in October 2024 for construction funding allocation, and procurement of a construction contractor will begin in November. Construction is anticipated to proceed in May 2025 and be completed by November 2025. As the construction period nears, Caltrans District 7 will notify the public and provide additional details on lane closures or other construction-related impacts to traffic.

On the Community-Based Solutions side, Didi Hirsch Mental Health Services developed two training programs on suicide prevention and awareness, de-escalation, and response, one targeted at first responders, including CHP officers and Freeway Service Patrol (FSP) drivers, and one for the community at-large. The City of Moorpark and Didi Hirsch held the first virtual community training in May 2024 during Mental Health Awareness Month. A second virtual training will be held at a future date to be determined. First responder training has been scheduled for CHP and FSP tentatively for October 24, 2024. The City of Moorpark also initiated a pilot program called Cope Notes, which provides mental health text messaging services free of charge to residents. VCTC staff will provide a brief presentation on the accomplishments and ongoing efforts of the Arroyo Simi Bridge Suicide Prevention Task Force. Upon request of the Commission, a more robust version of the community-based awareness training may be provided at a future meeting.



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September 6, 2024

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY
SUBJECT: SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR JUNE, JULY, AND AUGUST 2024

RECOMMENDATION:

- *Receive and file a report on Santa Paula Branch Line updates for the months of June, July, and August 2024.*

BACKGROUND:

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

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

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

At the request of the Commission, VCTC staff initiated regular updates on SPBL-related activities. Verbal presentations on SPBL operations were provided at the June 2, October 6, November 3, and December 1, 2023, and January 5, February 2, March 1, April 5, and May 10, and June 6, 2024 meetings, with written staff reports provided to the Commission in July and September 2023. The following report includes updates for the month of June, July, and August 2024.

DISCUSSION:

June, July, and August 2024 updates and activities include:

- *Leasing, Licensing, and Rights-of-Entry*
 - Two lease reassignments (Loose Caboose/Barnyard, Lindgren/Underwood) remain pending completion. VCTC executed two license agreements (County of Ventura/Broadband, Fillmore RV storage facility) and is following up with the licensees on ensuring license terms are met. One new easement reassignment for the Trestle Way

crossing from the developer to the City of Fillmore was received in August and is being processed.

- To implement the new Commission-approved right-of-entry (ROE) permitting process, as of June 10, VCTC transitioned the lead role in the ROE process to Sierra Northern Railway. VCTC staff updated the ROE application instructions and developed procedures for application processing, review and approval. Application instructions, template and mapping resources are available at <https://www.goventura.org/spbl>.
- **SPBL Trail Planning**
 - Staff continued to support the City of Ventura's efforts to plan, design, and conduct community engagement for the 4-mile section of the SPBL Trail from East Ventura/Montalvo Metrolink Station to Saticoy Depot. More information on the City's *Rails with Trails* project is available at <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>.
 - VCTC's Surface Transportation Block Grant (STBG) application to the Southern California Association of Governments (SCAG) to update the SPBL Trail Master Plan was approved by SCAG on July 6, 2024. VCTC Programming Department staff coordinated with Caltrans to incorporate the funding into the Federal Transportation Improvement Program (FTIP), which was approved on August 16. The addition of the \$1,600,000 STBG funds, along with \$77,000 of Regional Early Action Planning (REAP) funds to the SPBL Program Budget is included in Commission Agenda Item 10U.
 - Staff will update the Request for Proposals (RFP) to incorporate Federal provisions and plans to re-release the RFP in October or November.
- **Storm Damage and Response**
 - To facilitate awareness of the Sespe Creek Overflow railroad bridge project and communicate its importance, the Executive Director and Staff provided an overview of the SPBL and storm damage during a meeting with the Honorable Julia Brownley on June 20.
 - Staff continued to coordinate with FEMA and CalOES regarding the Sespe Creek Overflow Railroad Bridge project, responding to requests for information and providing additional documentation. Throughout the summer, VCTC worked closely with the RailPros design and construction management teams and SNR to plan for emergency repairs to stabilize the embankment. Additional discussion is included in Commission Agenda Item 12.
- **Coordination with Sierra Northern Railway**
 - VCTC staff and Sierra Northern Railway held virtual check-in meetings and communicated on an as-needed basis. Staff coordinated with SNR's Ventura Division General Manager on issuance of ROEs, Site Visits, and Inspections, and other rail activities as needed.
 - VCTC received and staff continues to review the Sierra Northern annual invoices for railroad and right-of-way maintenance and operations. In Fiscal Year 2023/2024, Sierra Northern Railway expended approximately \$1.9 million to operate and maintain the SPBL right-of-way. Under the Railroad Lease and Operations Agreement, VCTC reimburses Sierra Northern for up to \$450,000 of the cost of maintaining the SPBL.
 - Sierra Northern generated approximately \$440,000 in revenue from filming and storage, of which VCTC receives 5% of gross revenue, or approximately \$22,000.
 - With approximately \$410,000 in SPBL lease and license revenues received for Fiscal Year 2023/2024, combined with filming and storage revenues, the SPBL is nearing a point of self-sustainment for the costs of regular and deferred maintenance. Of course, this does not include the costs of storm damage response or VCTC administrative oversight but reflects progress toward a future self-sustaining SPBL.
- **Broadband Infrastructure**
 - To support County of Ventura efforts to extend broadband infrastructure along the SPBL, the Commission approved and VCTC executed a Right-of-Way License Agreement with the County of Ventura at the June 6 meeting. VCTC approved the Agreement, and the Board of Supervisors subsequently approved the Agreement on June 18, which was necessary to secure grant funds to construct the project. The County will execute the Agreement upon receipt of a grant award. County staff indicate that a grant announcement is imminent but was not available at the time of VCTC Agenda publication.
 - Construction is contingent upon approval by VCTC of plans and specifications and issuance of an ROE by Sierra Northern Railway, in coordination with VCTC. VCTC

executed an agreement with Wilson & Co. for plan check and engineering support to review plans and specifications for compliance with rail engineering standards. VCTC staff and the Wilson & Co. railroad engineering team reviewed plans and specifications for the project. Detailed comments were produced and shared with the County's team within a tight review timeline in July. VCTC and its railroad engineering team continue to respond to questions from the County and Entrust.



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