



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

AGENDA*

****Actions may be taken on any item listed on the agenda
IN-PERSON***

**CITY OF CAMARILLO COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA 93010
FRIDAY, APRIL 4, 2025
9:00 A.M.**

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

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

6. **COMMISSIONER REPORTS** - *This item provides the opportunity for the commissioners to report on meetings/conferences attended and any other items related to Commission activities.*
7. **EXECUTIVE DIRECTOR REPORT**- *This item provides the opportunity for the Executive Director to report on meetings/conferences attended and any other items related to Commission activities.*
8. **ADDITIONS/REVISIONS** – *The Commission may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires two-thirds vote of the Commission. If there are less than two-thirds of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
9. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*
- 9A. **[APPROVE MINUTES OF MARCH 7, 2025, MEETING PG.5](#)**
Recommended Action:
 - *Approve the summary minutes of March 7, 2025.***Responsible Staff: Roxanna Ibarra, Clerk of the Board**
- 9B. **[MONTHLY BUDGET REPORT -PG.9](#)**
Recommended Action:
 - *Receive and file the monthly budget report for February.***Responsible Staff: Lupe Acero, Finance Director and Martin Erickson, Executive Director**
- 9C. **[SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR MARCH 2025 PG.17](#)**
Recommended Action:
 - *Receive and file a report on Santa Paula Branch Line updates for the month of March 2025.***Responsible Staff: Amanda Fagan, Director of Planning and Sustainability**
- 9D. **[SESPE CREEK OVERFLOW RAILROAD BRIDGE PERMANENT REPAIR INVITATION FOR BIDS-PG.21](#)**
Recommended Action:
 - *Authorize Executive Director to finalize and release an Invitation for Bids for Construction Contractor Services to repair the Sespe Creek Overflow railroad bridge.***Responsible Staff: Amanda Fagan, Planning and Sustainability Director**
- 9E. **[FY 2024/25 LOW CARBON TRANSIT OPERATIONS PROGRAM \(LCTOP\) ALLOCATION PG.25](#)**
Recommended Action:
 - *Approve Fiscal Year (FY) 2024/2025 Low Carbon Transit Operations Program (LCTOP) allocation request of \$2,129,456 in regional funds and \$26,184 in local shares from the cities of Moorpark, Camarillo and Thousand Oaks for a total allocation request of \$2,155,640 for Ventura County’s “Free Fare” program.***Responsible Staff: Heather Miller, Program Manager, Programming**
- 9F. **[PORT OF HUENEME NORTH TERMINAL SHORESIDE POWER PROJECT COST INCREASE PG.31](#)**
Recommended Action:
 - *Approve programming of \$4,000,000 in CMAQ funds to cover the unanticipated additional cost to award the contract to complete the Port of Hueneme North Terminal Shoreside Power Project.***Responsible Staff: Geiska Velasquez, Program Manager, Programming**

9G. [REVISION TO JOBS ACCESS REVERSE COMMUTE \(JARC\) PROGRAM PG.33](#)

Recommended Action:

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

Responsible Staff: Geiska Velasquez, Program Manager, Programming

9H. [VCTC PROJECT PRIORITIZATION FRAMEWORK FOR THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS \(SCAG\) REGIONWIDE CALL FOR PROJECTS NOMINATIONS FOR SURFACE TRANSPORTATION BLOCK GRANT \(STBG\) AND CONGESTION MITIGATION AND AIR QUALITY \(CMAQ\) FUNDING-PG.35](#)

Recommended Action:

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

Responsible Staff: Geiska Velasquez, Program Manager, Programming

9I. [CONSULTANT BENCH CONTRACT INCREASE – COH & ASSOCIATES INC.,-PG.37](#)

Recommended Action:

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

Responsible Staff: Peter De Haan, Director of Programming

9J. [SUBRECIPIENT AGREEMENT WITH INTERFACE CHILDREN & FAMILY SERVICES, INC.-PG.43](#)

Recommended Action:

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

Responsible Staff: Geiska Velasquez, Program Manager, Programming

9K. [SIMI VALLEY DOUBLE TRACK PROJECT MEMORANDUM OF UNDERSTANDING \(MOU\) AMENDMENT WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY \(SCRRA\)-PG.45](#)

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 \$300,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$300,000

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

9L. [SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL EARLY ACTION \(REAP\) 2.0 GRANT PROGRAM - AGENCY REIMBURSEMENT AGREEMENT FOR COUNTYWIDE TRANSIT STOPS AND STATIONS INFRASTRUCTURE IMPROVEMENTS-PG.47](#)

Recommended Action:

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

Responsible Staff: Aubrey Smith, Program Manager, Regional Transit Planning

9M. [TRANSPORTATION DEVELOPMENT ACT \(TDA\) AUDITS FOR FISCAL YEAR 2023/2024-PG.49](#)

Recommended Action:

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

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

DISCUSSION CALENDAR:

10. FISCAL YEAR 2025/2026 DRAFT BUDGET-PG.51

Recommended Action:

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

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

11. LEGISLATIVE UPDATE-PG.55

Recommended Action:

- *Receive and file.*

Responsible Staff: Darrin Peschka

12. GENERAL COUNSEL REPORTS-

13. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Coastal Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

14. CLOSED SESSION ITEMS:

14a. Closed Session: Public Employee Performance Evaluation (Pursuant to Government Code Section 54957) Title Executive Director

**14b. Closed Session: Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6) Agency Designated Representative: Steve Mattas and Lindsay D’Andrea
Unrepresented employee: Executive Director**

**14c. Closed Session: Conference with Legal Counsel – Existing Litigation
Pursuant to Government Code Section 54956.9(d)(1) – VCTC v. Delaware Hidden Valley Grant Apartments, LLC et al. (Case No. 2023CUEI017486)**

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



Item 9A

April 4, 2025

MEETING MINUTES OF MARCH 7, 2025, REGULAR VCTC COMMISSION MEETING AT 9:00 A.M.

CALL TO ORDER:

Chair Judge called the regular meeting of the Ventura County Transportation Commission to order at 9:00 a.m. at the City of Camarillo Library, 4101 Las Posas Road, Camarillo, CA 93010.

PLEDGE OF ALLEGIANCE was led by Commissioner Anderson.

ROLL CALL/MEMBERS PRESENT:

Mike Judge, City of Simi Valley
Martha McQueen-Legohn, City of Port Hueneme
Dani Anderson, Citizen Rep., County of Ventura
Jenny Crosswhite, City of Santa Paula
Chris Enegren, City of Moorpark
Rachel Lang, City of Ojai
Vianey Lopez, County of Ventura
Janice Parvin, County of Ventura
Tony Trembley, City of Camarillo
Jim White, Citizen Rep., County of Ventura
Gloria Roberts, District 7 Caltrans Director

ABSENT:

Carrie Broggie, City of Fillmore
Bob Engler, City of Thousand Oaks
Jeff Gorell, County of Ventura
Doug Halter, City of Ventura
Matt LaVere, County of Ventura
Kelly Long, County of Ventura
Luis McArthur, City of Oxnard

4. PUBLIC COMMENTS – There was one public comment from Danielle Nobel, with California Consulting, a grant writing services company in Ventura County who was present to introduce their firm and services to the commission.

5. CALTRANS REPORT – **Gloria Roberts**, District 7 Caltrans Director gave the Caltrans report for the month of March. Ms. Roberts shared a PowerPoint presentation that had Caltrans contact information, which constituents and local agencies can use to contact Caltrans when they see items of interest or concern in the county. Ms. Roberts also introduced Mike Keever, Chief Deputy Director of Caltrans.

6. COMMISSIONER REPORTS – There were none.

7. EXECUTIVE DIRECTOR REPORT-

Executive Director Martin Erickson reported on the following items:

- Announced VCTC has its new community impact report out for 2025 and thanked Darrin Peschka, Celtis Ventures and staff for putting this report together.
- Theme of partnerships is really VCTC's theme for 2025.
- Last week, **VCTC facilitated a series of three specialized ADA training courses at the Gold Coast Transit District facility** which focused on ADA Compliance and Requirements, Wheelchair Securement, and ADA Operating Policies. These sessions were well attended by representatives from most of the county's transit operators and proved to be highly successful and informative.
- As we have been noted previously, at the beginning of April SCAG will be releasing the guidelines and applications for the **call for projects for federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality funds**. To assist the local agencies in preparing their applications, our staff in conjunction with SCAG will be holding a workshop on Tuesday, March 25th, at 1:00 p.m., in the Camarillo Public Library.
- VCTC staff recently received four of five new replacement vans for the **Valley Express Transit Service**. The new vans are replacing five small cutaway buses and will be used primarily on Dial-A-Ride services in the Heritage Valley and on the new Fillmore to Moorpark route.
- VCTC will be holding its April 4, 2025, meeting at the newly renovated Camarillo Council Chambers.
- Thanked the City of Camarillo staff and City Manager Greg Ramirez for allowing VCTC to meet at the library during the construction update of the Chambers.

8. ADDITIONS/REVISIONS – There were none.

9. CONSENT CALENDAR

Commissioner Parvin moved to approve consent calendar **items 9A, 9B, 9E and 9F**. The motion was seconded by Commissioner Trembley and passed unanimously.

Chair Judge pulled item 9C. Santa Paula Branch Line Monthly Update for February, and Commissioner Trembley pulled item 9D. Legislative Update for further discussion.

Commissioner Trembley asked that staff provide updated information on AB 289 regarding work zone speed safety programs and other relevant legislation at the April VCTC commission meeting.

Commissioner Trembley moved to approve consent calendar **items 9C and 9D**. The motion was seconded by Commissioner White and passed unanimously.

9A. APPROVE MINUTES OF FEBRUARY 7, 2025, MEETING PG.5

Recommendation:

- Approve the summary minutes of February 7, 2025.

9B. SANTA PAULA BRANCH LINE TRAIL MASTER PLAN UPDATE AND ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT CONSULTANT SERVICES AGREEMENT AWARD PG.11

Recommendation:

- Authorize the Executive Director to finalize and execute a Contract with WSP USA, Inc. in an amount not to exceed \$1,676,461.00 for Consultant Services to Update the Santa Paula Branch Line Trail Master Plan and Environmental Impact Report/Environmental Impact Statement.
- Approve an Amendment to the Santa Paula Branch Line Program Budget to increase revenues by \$57,422 in the SCAG REAP CTC PP category.

9C. SANTA PAULA BRANCH LINE MONTHLY UPDATE FOR FEBRUARY 2025 PG.15

Recommendation:

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

9D. LEGISLATIVE UPDATE PG.19

Recommendation:

- Receive and file.

9E. BUS AND RAIL RIDERSHIP AND PERFORMAMNCE MEASURES REPORT PG.37

Recommended Action:

- Receive and file.

9F. CONTRACT AMENDMENT WITH CPS HR CONSULTING SERVICES PG.43

Recommendation:

- Approve Contract Amendment #5 with CPS HR Consulting increasing the contract amount by
- Year 2024/2025 VCTC budget increasing the General Fund Operations Professional and Human Resources expense line item by \$22,000.

DISCUSSION CALENDAR:

10. MOTORIST AID PROGRAMS UPDATE AND EMERGENCY ROADSIDE CALLBOX DISCUSSION PG.47

Recommendation:

- Receive and file a report on the Motorist Aid Programs, including Freeway Service Patrol (FSP), Emergency Roadside Call boxes and Incident Responder Grants.
- Receive a report and provide direction to staff on the Emergency Roadside Callbox system.

Andrew Kent, Program Manager, Data Services, gave a PowerPoint presentation on item 10. Motorist Aid Programs Update and Emergency Roadside Callbox Discussion.

Martin Erickson stated he would work with staff on providing guidance on the best course of action, considering public safety, cost effectiveness, and the potential for alternative technologies, and bring back an update at a future commission meeting.

11. GENERAL COUNSEL REPORTS- There were none.

12. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Chair Mike Judge

Chair Judge stated that during the Transportation Committee they pushed forward to the Regional Council the STBG and CMAQ programs, which were voted on and passed. He stated the project guidelines will be coming out soon.

Commissioner Crosswhite attended a two-day Climate Resilience Conference and discussed the importance of looking at our resilience in Capital Improvement Projects too. She stated the discussion was about things we can do to mitigate risks and how to help cities and residents be better prepared.

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Commissioner Tony Trembley

Alternate: Commissioner Bob Engler

Commissioner Trembley reminded the commission that the Metrolink rescheduled retreat will be taking place this month.

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

Primary: Commissioner Jim White

Alternate: Commissioner Chris Enegren

Commissioner White stated both he and Mr. Erickson drove to the February 18th LOSSAN meeting. He also reported there will be track work done this upcoming weekend of March 8th and 9th.

Coast Rail Coordinating Council-CRCC

Primary: Commissioner Jim White

Alternate: Commissioner Jeff Gorell

Commissioner White stated the CRCC met in Santa Barbara on February 21st, and he was elected Vice-Chair. Their next meeting will be in San Jose on May 16th. He also reported that Ventura has issued a double track project that will be supporting the 2028 Olympics.

California Association of Councils of Governments

Primary: Commissioner Jenny Crosswhite

Commissioner White stated there was a robust discussion regarding the federal budget and as things unfold all will be updated. She reported they talked about two items related to the REAP 2.0 program, one advocating for the extension of the timeline for projects funding sources to 18 months. The second piece is the conversation about the need for that to be an ongoing sustainable funding source of some kind and, ideas for where that can come from. Commissioner Crosswhite stated they also discussed Vehicles Miles Travelled, how currently there is a one-size-fits-all process for the whole state and the impacts on rural and urbanized areas. She also talked about the Sustainable Communities Strategy plan, which is done every four years but there is talk about extending to eight years and looking at the savings of doing it every eight years.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Carrie Broggie

Commissioner White stated the next CalVans meeting will be March 13th. CalVans will be holding its annual Sacramento meeting on May 7th.

13. ADJOURN to 9:00 a.m. Friday, APRIL 4, 2025, at the City of Camarillo Council Chambers 601 Carmen Drive, Camarillo, Ca 93010.



Item #9B

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

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

DISCUSSION:

The monthly budget report is presented in a comprehensive, agency-wide format on a modified accrual basis. The reports include a combined Balance Sheet, a Statement of Revenues, Expenditures and Changes in Fund Balance detailed by fund and an Investment Report by institution. There are eight funds presented consisting of the General Fund, the Local Transportation Fund (LTF), the State Transit Assistance (STA) fund, the State of Good Repair (SGR) fund, the Service Authority for Freeway Emergencies (SAFE) fund, the Santa Paula Branch Line (SPBL) fund, the VCTC Intercity fund and the Valley Express fund. The Statement of Revenues, Expenditures and Changes in Fund Balance also includes the annual budgeted numbers that are updated as the Commission approves budget amendments or administrative budget amendments that are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The February 28, 2025, budget report indicates that the revenues were approximately 45.97% of the adopted budget while expenditures were approximately 40.48% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are depreciated consist of buildings, rail stations, transit equipment, highway callbox equipment and office furniture and equipment. Capital assets and depreciation are adjusted annually at the end of the fiscal year.

The Commission's deferred outflows, deferred inflows and pension liability are presented on the Balance Sheet. These accounts represent the accrual information for pension accruals with the implementation of the Governmental Accounting Standards Board (GASB) Statement 68 (pensions) and Statement 75 (other postemployment benefits). This information is based on actuarial information that is provided once a year. The deferred outflows, deferred inflows and pension liability are adjusted annually at the end of the fiscal year.

The Commission's accrued lease and subscription-based IT arrangement (SBITA) liability and associated interest are presented on the Balance Sheet. These accounts represent the accrual information for leases that qualify with the implementation of the Government Accounting Standards Board (GASB) Statement 87 and 96. This information is based on an amortization schedule and is adjusted annually at the end of the fiscal year. Currently the only lease that qualifies is the office lease and the only SBITA that qualifies is for the pass card readers.

The Commission's liability for employee vacation accrual is presented on the Balance Sheet. The vacation accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF FEBRUARY 28, 2025**

Assets and Deferred Outflows

Cash and Investments	\$92,613,534
Receivables/Due from other funds	4,634,821
Prepays and Deposits	841,184
Capital Assets, undepreciated	26,357,123
Capital Assets, depreciated, net	24,630,370
Deferred Outflows	<u>2,227,653</u>
Total Assets and Deferred Outflows	<u>\$151,304,684</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 3,022,141
Deferred Revenue	30,859,002
Deposits	67,059
Accrued Vacation	208,606
Accrued Lease-SBITA liability and interest	431,035
Deferred Inflows	1,056,673
Pension Liability	1,123,467
OPEB Liability	<u>2,737</u>
Total Liabilities and Deferred Inflows:	<u>\$ 36,770,721</u>

Net Position:

Invested in Capital Assets	\$50,987,493
Fund Balance	<u>63,546,470</u>
Total Net Position	<u>\$114,533,963</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 5,335,709	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$2,913,879	\$ 783,681	\$ 9,033,269	\$ 25,177,982	(16,144,713)	35.88
State Revenues	21,185,220	26,121,031	5,004,025	970,736	971,675	4,144	447,895	0	54,704,726	118,741,527	(64,036,801)	46.07
Local Revenues	108,637	0	0	0	0	366,328	1,398,245	1,719,751	3,592,961	5,236,850	(1,643,889)	68.61
Other Revenues	2,507	0	0	260	0	0	227,924	6,133	236,824	26,000	210,824	910.86
Interest	487,445	221,804	626,123	79,171	184,359	7,597	19,837	8,281	1,634,617	1,370,000	264,617	119.32
Total Revenues	27,119,518	26,342,835	5,630,148	1,050,167	1,156,034	378,069	5,007,780	2,517,846	69,202,397	150,552,359	(81,349,962)	45.97
Expenditures												
Administration												
Personnel Expenditures	2,622,576	0	0	0	0	0	94,435	52,510	2,769,521	4,579,500	(1,809,979)	60.48
Legal Services	7,098	0	0	0	0	0	0	0	7,098	46,200	(39,102)	15.36
Professional Services	121,152	0	0	0	0	0	0	0	121,152	223,200	(102,048)	54.28
Office Leases	142,473	0	0	0	0	0	0	0	142,473	223,400	(80,927)	63.77
Office Expenditures	745,625	0	0	0	0	0	73,518	40,879	860,022	1,057,000	(196,978)	81.36
Total Administration	3,638,924	0	0	0	0	0	167,953	93,389	3,900,266	6,129,300	(2,229,034)	63.63
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	1,087,092	0	0	0	0	0	0	0	1,087,092	8,663,411	(7,576,319)	12.55
SD-Accessible Mobility Service	217,383	0	0	0	0	0	0	0	217,383	772,000	(554,617)	28.16
VCTC Intercity Bus Services	0	0	0	0	0	0	5,709,006	0	5,709,006	22,566,338	(16,857,332)	25.30
Valley Express Bus Services	0	0	0	0	0	0	0	1,287,682	1,287,682	6,289,700	(5,002,018)	20.47
Transit Grant Administration	21,641,168	0	0	0	0	0	0	0	21,641,168	37,453,933	(15,812,765)	57.78
Total Transit & Transportation	22,945,643	0	0	0	0	0	5,709,006	1,287,682	29,942,331	75,745,382	(45,803,051)	39.53
Highway Program												
Motorist Aid Services	0	0	0	929,932	0	0	0	0	929,932	1,980,900	(1,050,968)	46.94
Highway Program Management	250,509	0	0	0	0	0	0	0	250,509	4,459,846	(4,209,337)	5.62
Total Highway	250,509	0	0	929,932	0	0	0	0	1,180,441	6,440,746	(5,260,305)	18.33

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program												
Metrolink & Commuter Rail	8,632,578	0	0	0	0	0	0	0	8,632,578	23,829,540	(15,196,962)	36.23
LOSSAN & Coastal Rail	8,409	0	0	0	0	0	0	0	8,409	11,400	(2,991)	73.76
Santa Paula Branch Line	0	0	0	0	0	1,545,052	0	0	1,545,052	14,133,430	(12,588,378)	10.93
Total Rail	8,640,987	0	0	0	0	1,545,052	0	0	10,186,039	37,974,370	(27,788,331)	26.82
Commuter Assistance Program												
Reg Transit Information Center	11,813	0	0	0	0	0	0	0	11,813	55,183	(43,370)	21.41
Rideshare Programs	129,170	0	0	0	0	0	0	0	129,170	314,300	(185,130)	41.10
Total Commuter Assistance	140,983	0	0	0	0	0	0	0	140,983	369,483	(228,500)	38.16
Planning & Programming												
TDA Administration	192,400	24,697,649	141,172	0	28,827	0	0	0	25,060,048	42,807,939	(17,747,891)	58.54
Transportation Programming	24,156	0	0	0	0	0	0	0	24,156	83,900	(59,744)	28.79
Regional Transportation Planni	442,484	0	0	0	0	0	0	0	442,484	1,420,962	(978,478)	31.14
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	13,635	(13,635)	0.00
Regional Transit Planning	1,176,551	0	0	0	0	0	0	0	1,176,551	7,157,000	(5,980,449)	16.44
Total Planning & Programming	1,835,591	24,697,649	141,172	0	28,827	0	0	0	26,703,239	51,483,436	(24,780,197)	51.87
General Government												
Community Outreach	148,256	0	0	0	0	0	0	0	148,256	226,600	(78,344)	65.43
State & Federal Relations	96,111	0	0	0	0	0	0	0	96,111	155,500	(59,389)	61.81
Management & Administration	90,569	0	0	0	0	0	0	0	90,569	282,600	(192,031)	32.05
Total General Government	334,936	0	0	0	0	0	0	0	334,936	664,700	(329,764)	50.39
Total Expenditures	37,787,573	24,697,649	141,172	929,932	28,827	1,545,052	5,876,959	1,381,071	72,388,235	178,807,417	(106,419,182)	40.48

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE EIGHT MONTHS ENDED FEBRUARY 28, 2025**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(10,668,055)	1,645,186	5,488,976	120,235	1,127,207	(1,166,983)	(869,179)	1,136,775	(3,185,838)	(28,255,058)	25,069,220	11.28
Other Financing Sources												
Transfers Into GF From LTF	11,361,708	0	0	0	0	0	0	0	11,361,706	11,348,870	12,836	100.11
Transfers Into GF From STA	1,705,054	0	0	0	0	0	0	0	1,705,053	5,761,799	(4,056,746)	29.59
Transfers In GF From SGR	309,733	0	0	0	0	0	0	0	309,733	5,931,543	(5,621,810)	5.22
Transfers Into GF From SAFE	276,496	0	0	0	0	0	0	0	276,496	442,000	(165,504)	62.56
Transfers Into GF From SPBL	118,940	0	0	0	0	0	0	0	118,940	190,200	(71,260)	62.53
Transfers Into SPBL From STA	0	0	0	0	0	1,659,848	0	0	1,659,848	12,216,630	(10,556,782)	13.59
Transfers Into VI From STA	0	0	0	0	0	0	3,000,000	0	3,000,000	6,008,453	(3,008,453)	49.93
Transfers Into VE	0	0	0	0	0	0	0	2,304	2,304	1,307,500	(1,305,196)	0.18
Transfers Out of LTF Into GF	0	(11,361,706)	0	0	0	0	0	0	(11,361,706)	(11,348,870)	(12,836)	100.11
Transfers Out of STA Into GF	0	0	(1,705,053)	0	0	0	0	0	(1,705,053)	(5,761,799)	4,056,746	29.59
Transfers Out of STA Into SPBL	0	0	(1,659,848)	0	0	0	0	0	(1,659,848)	(12,216,630)	10,556,782	13.59
Transfers Out of STA Into VI	0	0	(3,000,000)	0	0	0	0	0	(3,000,000)	(6,008,453)	3,008,453	49.93
Transfers Out of STA into VE	0	0	(2,304)	0	0	0	0	0	(2,304)	(7,500)	5,196	30.72
Transfers Out of SAFE Into GF	0	0	0	(276,496)	0	0	0	0	(276,496)	(442,000)	165,504	62.56
Transfers Out of SPBL Into GF	0	0	0	0	0	(118,940)	0	0	(118,940)	(190,200)	71,260	62.53
Transfers Out of SGR Into GF	0	0	0	0	(309,733)	0	0	0	(309,733)	(5,931,543)	5,621,810	5.22
Transfers Out of SGR Into VE	0	0	0	0	0	0	0	0	0	(1,300,000)	1,300,000	0.00
Total Other Financing Sources	13,771,931	(11,361,706)	(6,367,205)	(276,496)	(309,733)	1,540,908	3,000,000	2,304	0	0	0	0.00
Net Change in Fund Balances	3,103,876	(9,716,520)	(878,229)	(156,261)	817,474	373,925	2,130,821	1,139,079	(3,185,838)	(28,255,058)	25,069,220	11.28
Beginning Fund Balance w/o capital asse	5,830,033	18,194,081	31,497,588	3,975,722	7,794,251	25,367	43,274	0	67,360,316	33572663	33,787,653	
OPEB/Vacation/Leases/SBITA Net Adjust	(583,698)	0	0	0	0	0	(44,309)	0	(628,007)	0	(628,007)	
Fund Balance as of	8,350,211	8,477,561	30,619,359	3,819,461	8,611,725	399,292	2,129,786	1,139,079	63,546,471	5,317,605	58,228,866	

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

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF FEBRUARY 28, 2025**

As stated in the Commission’s investment policy, the Commission’s investment objectives are safety, liquidity, return on investment, prudence, diversification, and public trust with the foremost objective being safety. VCTC has the ability to meet its expenditure requirements, at a minimum, for the next six months. Below is a summary of the Commission’s investments that comply with the Commission’s investment policy and bond documents, as applicable.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$22,366.80	EAC & 1.08%	\$ 5,117,407.11
LAIF	State Pool	N/A	156,877.20	4.62%	10,323,873.43
County of Ventura	Treasury Pool	N/A	1,442,116.02	4.46%	77,037,698.55
State of California	Deposit on Mediation	N/a	13,257.13		0
VCCF Bike Fund	Investment	N/A	Annually	annually	19,306.92
Total			\$1,634,617.15		\$92,498,286.01

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

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

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

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

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

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

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



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Item # 9C

April 4, 2025

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

RECOMMENDATION:

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

BACKGROUND:

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

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

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

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

DISCUSSION:

February 2025 updates and activities include:

- *Leasing, Licensing, and Rights-of-Entry*
 - Two lease reassignments (Loose Caboose/Barnyard, Lindgren/Underwood) remain outstanding. VCTC continues to follow up with new licensees periodically (County of Ventura/Broadband, Fillmore RV storage facility) to ensure license terms are met.
 - In alignment with the new Commission-approved right-of-entry (ROE) permitting process, staff continue to coordinate with Sierra Northern Railway on review of ROE applications.

- Application instructions, template and mapping resources are available at <https://www.goventura.org/spbl>.
- In March, VCTC staff and SNR coordinated right-of-entry and licensing for two sewer projects, one in Saticoy and one near Fillmore.
 - **SPBL Trail Planning**
 - Staff continued to support the City of Ventura's efforts to plan, design, and conduct community engagement for the 4-mile section of the SPBL Trail from East Ventura/Montalvo Metrolink Station to Saticoy Depot. More information on the City's *Rails with Trails* project is available at: <https://www.cityofventura.ca.gov/2584/Santa-Paula-Branch-Line>.
 - Staff continued to support the City of Santa Paula's efforts to plan, design, and conduct community engagement for an additional approximately 1.5-mile section of the SPBL Trail within the City of Santa Paula. On March 20, VCTC Executive Director supported the City's team at the second of three planned public meetings regarding the trail connectivity project. Additional information is available at: <https://spcity.org/797/Santa-Paula-Trail-Connectivity-Project>.
 - At the March 7 meeting, the Commission approved a contract with WSP USA, Inc. for consultant services to update the SPBL Trail Master Plan. On March 24, VCTC Executive Director executed the contract with WSP.
 - Staff also coordinated with the Caltrans Priority Legislative Budget Program (PLBP) staff to finalize and execute a Funds Transfer Agreement (FTA) to allocate the \$5,000,000 of PLBP funds to VCTC in accordance with Resolution No. 2024-15 approved by the Commission in November 2024. On March 17, VCTC received the fully executed FTA from Caltrans and began the process to draw down the funds.
 - **Storm Damage and Response**
 - Staff continued to coordinate with FEMA and CalOES regarding the Sespe Creek Overflow Railroad Bridge project. Two projects remain under FEMA review as part of the obligation process, for the completed emergency protective measures to stabilize the western bank (Category B) and permanent repairs (Category C). Staff continue to provide financial, environmental, and other project information and documentation to FEMA upon request. In March, VCTC staff and disaster recovery team responded to a formal Request for Information (RFI) from FEMA to clarify the scope of work and estimated costs for permanent bridge repairs (CAT C project).
 - With completion in October of emergency repairs to stabilize the Sespe Creek Overflow west embankment, the RailPros design team and VCTC staff shifted focus to validating bridge repair designs and cost estimates and securing permits to complete the permanent repair, projected for Summer 2025.
 - In late February/early March, the three regulatory permit applications were submitted to U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish & Wildlife.
 - Staff completed the draft Invitation for Bids (IFB) and template contract for construction services, with review by General Counsel, to complete the permanent repairs to the Sespe Creek Overflow railroad bridge. The IFB package is on the Commission Agenda as Item 9D for approval to release the IFB.
 - **Coordination with Sierra Northern Railway**
 - VCTC staff and Sierra Northern Railway re-established a monthly virtual meeting and communicated on an as-needed basis. Staff coordinated with SNR's Ventura Division General Manager on issuance of ROEs, Site Visits, Inspections, and other rail activities as needed.
 - In March, VCTC released payment of annual Sierra Northern invoices in recognition of good faith efforts by SNR to resolve issues related to insurance coverage requirements. SNR selected a new insurance broker in late 2024 to better meet its contractual obligations to VCTC. A review of insurance documentation from the broker was provided to VCTC in late February. It is anticipated that SNR will request an amendment to the Railroad Lease and Operations Agreement to align insurance requirements with current market conditions and available coverages.

- SNR continues to work on bridge design and contracting to replace the existing Ferris Drive bridge, located just east of Santa Paula Creek. The replacement bridge will be raised to address a low-clearance issue below the existing bridge. SNR anticipates an April or May timeframe to begin the project, which will require approximately one week to complete. The project will rebuild the bridge with a new steel structure with an open-deck design to raise the bridge using an industry standard design that will gain 6-8 inches of height from below the bridge.
- In response to a concern raised by the City of Santa Paula regarding graffiti on the Santa Paula Creek bridge, SNR is evaluating options to safely repaint the exterior of the bridge to remove graffiti, which will likely require use of specialized equipment to safely access the exterior of the bridge.



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Item # 9D

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: SESPE CREEK OVERFLOW RAILROAD BRIDGE PERMANENT REPAIR INVITATION FOR BIDS

RECOMMENDATION:

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

BACKGROUND:

Portions of the Santa Paula Branch Line (SPBL) railroad were damaged by flooding and high water flows during severe winter storms in January 2023. Notably, the Sespe Creek Overflow railroad bridge sustained significant damage with approximately 90 feet of the bridge, two piers, and support structures having washed away. As VCTC pursued a phased approach to designing, engineering, and repairing the railroad bridge, on February 4-5, 2024, an atmospheric river storm and resulting water flows caused further 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.

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. 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. 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 opened eligibility for Federal Emergency Management Agency (FEMA) and California Office of Emergency Services (CalOES) reimbursement of costs related to disaster recovery. 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). On November 21, 2024, FEMA determined that all damages and repairs to the Sespe Creek Overflow railroad bridge will be combined under the latter disaster (DR-4769).

Considering multiple factors and possible approaches, the Commission followed a phased procurement approach and solicitation for the repair of the railroad bridge. In June 2023, VCTC executed a contract with RailPros 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. In November 2023, VCTC issued a Request for Proposals (RFP) from qualified contractors to provide construction management and engineering inspection services for the bridge repair project, with proposals due in December 2023. On February 2, 2024, the Commission approved a contract for Construction Management Support Services with RailPros. In September 2024,

VCTC executed a contract with Summer Construction to stabilize the western embankment, remove the damaged abutment and suspended rail and ties, with work completed in October 2024.

The next phase will be to conduct project management activities and construct permanent repairs to the bridge, bank reconstruction, and protective measures. Due to seasonal/environmental factors, the on-site construction window is May – September during the driest period of the year. Off-site activities to prepare for the on-site construction activities may advance prior to May and may be completed outside of the in-water work window.

DISCUSSION:

Scope of Work Overview. The Sespe Creek Overflow railroad bridge repair consists of an overall total repair length of 97 feet 10 inches including repairs to the current standing connection bent, (2) spans, (2) piers, abutment and wingwall and the placement of rock slope protection (RSP). The foundation will consist of Cast-In-Drilled-Hole (CIDH) piles. The scope of the project includes but is not limited to the following categories of work: civil, earthwork, track work, environmental monitoring and implementation of best management practices (BMPs), water diversion plan, traffic control planning and coordination, bridge construction, and coordination with the City of Fillmore and the Ventura County Transportation Commission (VCTC). Due to the site's location within the creek channel, work is restricted to April 1 to September 14. The anticipated construction completion date for the project is October 31, 2025.

Upon completion of the bridge repairs, it is anticipated that VCTC will also pursue Section 404 Hazard Mitigation grant funding from FEMA and CalOES to restore the bank upstream of the bridge to provide additional long-term protection of the railroad bridge and Old Telegraph Road bridge, in cooperation with upstream landowners, the County of Ventura, Ventura County Watershed Protection District, and CalOES.

Procurement Approach & Budget. VCTC's Adopted Procurement Policies and Procedures, Section III Methods of Procurement, C. Sealed Bids (Formal Advertising). In accordance with the procurement policy, "bids are publicly solicited, and a firm-fixed-price contract (lump sum or unit price) is awarded to the responsible bidder whose bid, conforming with all the material terms and conditions of the invitation for bids, is the lowest in price." Based on geotechnical and hydrological evaluation of the post-disaster site conditions, design process results, and current market conditions, the construction cost estimate is approximately \$7.5 million. With allowances and contingency, the estimated cost not-to-exceed is \$8.6 million. Estimated total costs to repair the bridge (including design, agency oversight, permit fees, and operator costs, etc. are approximately \$12.3 million. Alternatives considered, including in-kind replacement, had substantially higher cost estimates. The approved Fiscal Year 2024/2025 Santa Paula Branch Line Program Budget, Bridge Reconstruction Line Item, includes sufficient funding for the work anticipated to be completed within the current fiscal year. The draft Fiscal Year 2025/2026 Program Budget includes funding for the remainder of the estimated project cost utilizing State Transit Account (STA) revenues. VCTC will continue to work with FEMA and CalOES to pursue obligation and reimbursement of eligible project costs.

Environmental Review and Permitting. VCTC recorded a California Environmental Quality Act (CEQA) Notice of Exemption (NOE) on August 24, 2023. VCTC recorded an updated CEQA NOE on May 6, 2024 to incorporate additional damage resulting from the February 2024 storms. The 35-day statute of limitations to challenge VCTC's determination that the project is exempt from CEQA expired on June 10, 2024, with no challenges having been filed or received.

The project requires, and VCTC has applied for, the following regulatory permits:

- Clean Water Act Section 404 Permit – U.S. Army Corps of Engineers
- Lake and Streambed Alteration – California Department of Fish & Wildlife
- Section 401 Water Quality Certification – Los Angeles Regional Water Quality Control Board

VCTC has been advised that the project does not require a permit from the Ventura County Watershed Protection District per Ordinance WP-2, Section 203.

Environmental regulatory permits remain under agency consideration. Best management practices (BMPs) and anticipated mitigation measures are included in the bid package for contractor consideration and pricing, using an allowance approach to contractor mitigation requirements and costs. Should final mitigation measures vary significantly compared to those incorporated into the bid package, VCTC will update the scope of work and cost estimates accordingly, with a contractor change-order, if/as needed.

Schedule. The projected procurement and construction schedule is as follows:

DATE	ACTION
4-Apr-25	IFB Release Date
16-Apr-25	Pre-Bid Conference (Fillmore location TBD)
16-Apr-25	On-Site Job Walk
30-Apr-25	Questions & Requests for Clarification or Approved Equals
16-May-25	Bid Due Date
6-Jun-25	Commission Consideration of Contract Award
10-Jun-25	Notice to Proceed Target Date
June/July 2025	Mobilization and Begin Construction
July-Sep 2025	On-Site Construction and In-Water Work Window
October 2025	Complete Construction and Demobilization

Dates are subject to change based on Commission direction, procurement results, and regulatory permitting.

RECOMMENDATION:

The Invitation for Bids (IFB) package, including template contract, design drawings, plans and specifications, reports, and bid instructions, is provided for Commission review. Staff recommend authorizing the Executive Director to finalize and release an Invitation for Bids for Construction Contractor Services to complete permanent repairs to the Sespe Creek Overflow railroad bridge as described above. Staff will return to the Commission with a recommendation to award a contract at the June 2025 meeting.



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Item #9E

April 4, 2025

MEMO TO: TRANSIT OPERATORS COMMITTEE
FROM: HEATHER MILLER, PROGRAM MANAGER
SUBJECT: FY 2024/25 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION

RECOMMENDATION:

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

BACKGROUND:

The Low Carbon Transit Operations Program (LCTOP) was established in 2014 with Senate Bill (SB) 862 with funding provided by a five percent allocation of the annual proceeds from the Greenhouse Gas Reduction Fund (GGRF) which receives revenue from California’s cap-and-trade auctions to fund climate-related programs. The program provides funds to public transportation agencies for investments in capital projects and services that reduce greenhouse gas (GHG) emissions and improve mobility with a priority on serving Disadvantaged Communities (DACs).

The State Controller’s Office (SCO) released a FY 2024/2025 LCTOP Eligibility List on February 13, 2025, thus opening this year’s LCTOP call-for-projects, with Allocation Requests due to Caltrans by April 24, 2025. This year’s allocation decreased slightly (-3%) overall compared to last year’s distribution.

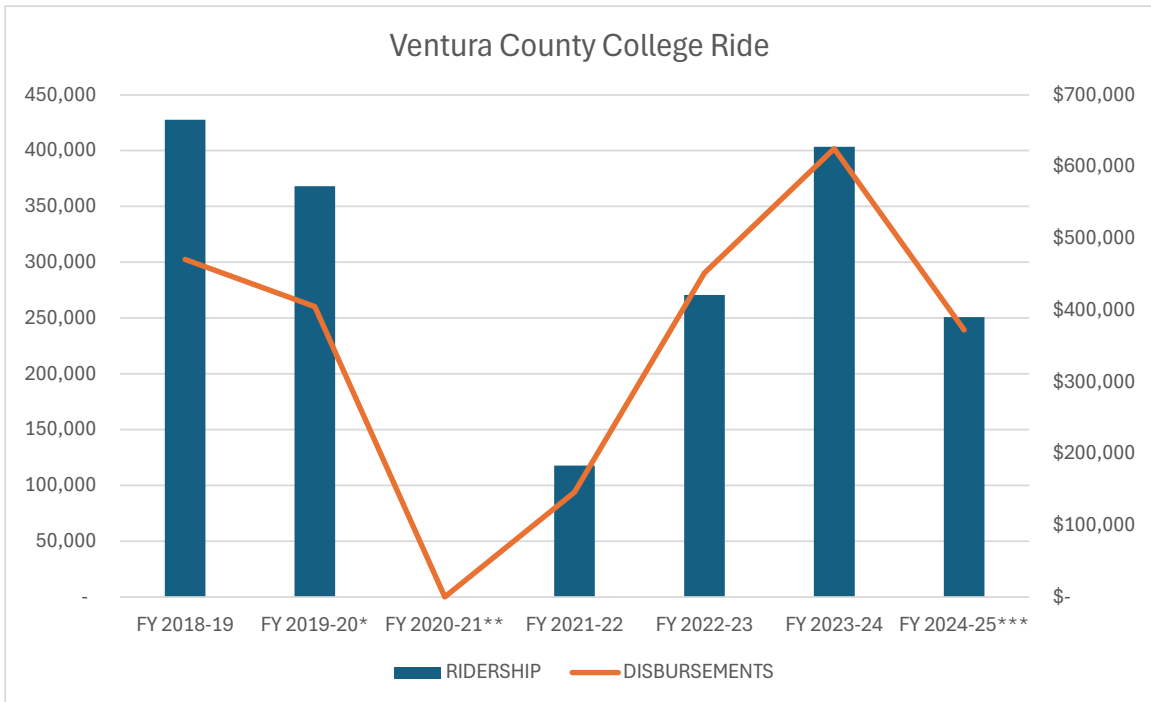
The following table provides a breakdown for Ventura County, including Section 99313 (VCTC/regional funding based on county population) and Section 99314 (funding to transit operators based on service levels/fare revenue, i.e., “local shares”):

VENTURA COUNTY LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	FY 2024/25 ALLOCATION
Ventura County Transportation Commission (99313)	\$ 2,129,456
VCTC corresponding to SCRRRA - Metrolink Service (99314)	\$ 225,406
City of Camarillo (99314)	\$ 13,335
Gold Coast Transit District (99314)	\$ 75,854
City of Moorpark (99314)	\$ 5,326
City of Simi Valley (99314)	\$ 20,726
City of Thousand Oaks (99314)	\$ 7,523
TOTAL	\$ 2,477,626

BACKGROUND:

Over the years, VCTC has sponsored various LCTOP funded regional projects aimed at benefiting transit users across the county. These efforts have included countywide free fare programs, new transit service (demonstration bus routes and Metrolink rail service) and capital investments in zero-emission infrastructure. Among the most successful and inclusive programs initiated by VCTC has been the regional free fare programs.

VCTC launched the LCTOP funded College Ride program in 2018 to provide fare-free transit to college enrolled students in Ventura County. Local transit operators both participated in the program and co-sponsored the project with their local LCTOP shares. The program proved to be very popular from the outset averaging over 35,000 riders a month. The program was suspended during COVID but was reactivated in 2022. Ridership continues its recovery to pre-COVID numbers with ridership anticipated to reach over 40,000 a month in FY 2024-25.



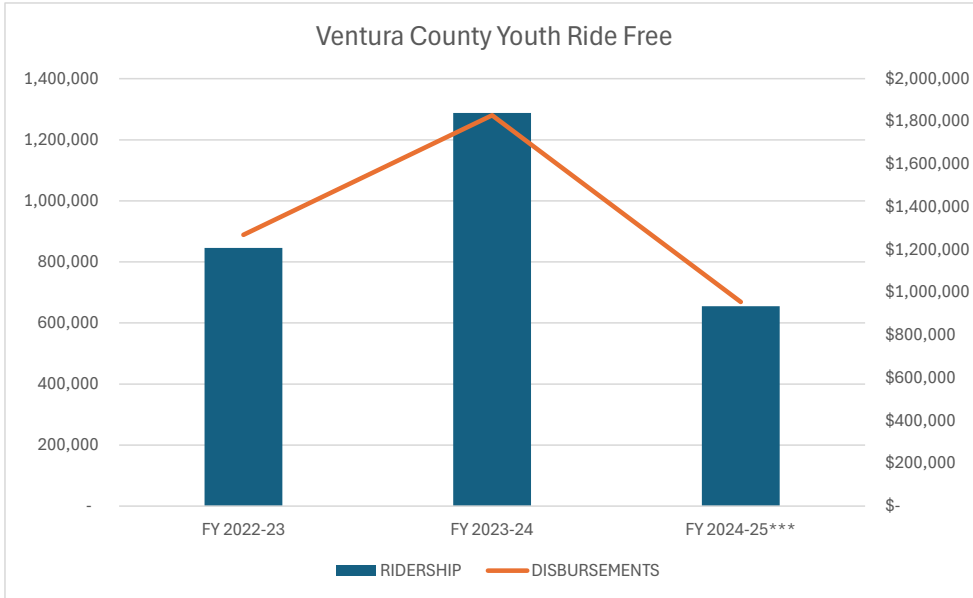
* Fare collection was suspended in March 2020 due to COVID.

** Fare collection suspended countywide for the entire year 2020-21 due to COVID.

*** Data through December 2024 (6 mos) for FY 2024-25.

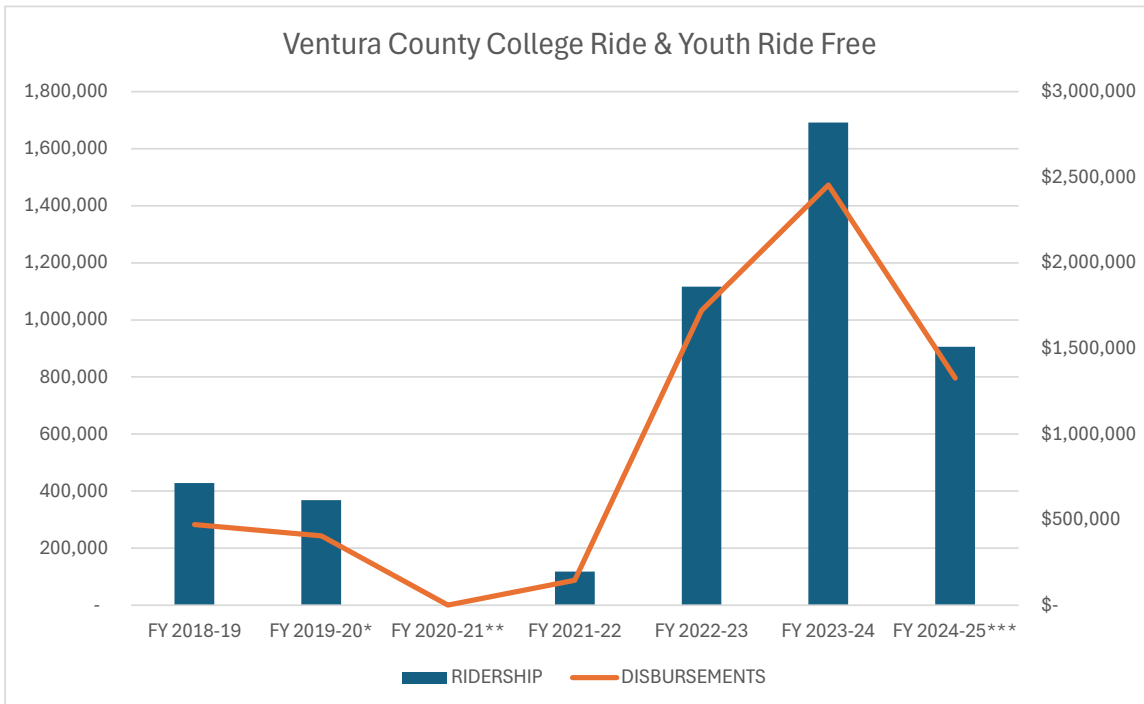
The success of the College Ride program encouraged VCTC to expand fare-free programs particularly to draw youth and high school students onto public transit. As a result, in 2022, VCTC launched the "Youth Ride Free" program with the goal of assisting the region in post-pandemic transit ridership recovery, a high priority for Ventura County; to expose and incentivize young people to ride public transit; and to lessen the financial burden of transportation costs for low-income households.

The Youth Ride Free program proved to be even more successful than the College Ride program averaging 70,000 riders monthly and growing to over 100,000 riders monthly in the last two years.



*** Data through December 2024 (6 mos) for FY 2024-25.

Eventually both programs were combined into the “Free Fare” program which also includes fare-free transit on select days for the general public. Disbursements to operators for the two programs have grown significantly over the years thus introducing funding challenges. FY 2024-25 is trending to reach nearly \$3 million in expected disbursements which would exceed current LCTOP funding available for the program.



* Fare collection was suspended in March 2020 due to COVID.

** Fare collection suspended countywide for the entire year 2020-21 due to COVID.

*** Data through December 2024 (6 mos) for FY 2024-25.

VCTC has adopted policies over the years to address the costs of the program, explored alternative funding sources and considered scaling down the program due the funding

challenges. The reimbursement policy has been revised over the course of the program to counter the program's volatility. Initially, reimbursement rates stood at \$1.10 per trip for all transit operators in the county. When the program was temporarily suspended due to COVID, funds accumulated. Since LCTOP funds have a deadline for expenditure, VCTC adjusted the fare reimbursement to reflect the average fare per operator, thus increasing expenditures. When ridership picked up post-COVID and funds began to deplete at a brisker pace, VCTC acted to establish a new reimbursement policy whereby operators were reimbursed for 75% of their average fare starting April 1, 2024. This action lessened the strain on funding. Additionally, VCTC secured supplemental funding with the allocation of SB 125 funds for the program. SB 125 funds provide a one-time infusion of supplemental funds, which means the future sustainability of the Free Fare program is still in question.

DISCUSSION:

Free fare initiatives have proven to be a successful incentive in attracting young people to use public transit. These programs can largely be credited for the post-pandemic recovery of ridership for local transit operators. Attachment "A" illustrates the program's effectiveness for GCTD, a standout among operators in the Southern California Association of Governments (SCAG) region in recovering ridership since 2019. In addition, these programs are effective in providing much needed financial relief to a large demographic of low-income riders.

The Youth Ride Free program has gained in popularity since its launch and ridership has increased significantly year over year. In FY 2023-24, over 1.2 million trips were subsidized with the Youth Ride Free program. The College Ride program subsidized approximately 400,000 trips in FY 2023-24. The combined total for these two programs exceeds 1.6 million trips in a year. If current trends continue, FY 2024-25 demand will exceed the past year's demand.

VCTC staff therefore recommends requesting the full FY 2024/2025 allocation of regional (99313) LCTOP funds in the amount of \$2,129,456 for a combined project that includes both the College Ride and Youth Ride Free as well as three (3) selected Free Fare Days, collectively called the Ventura County "Free Fare" program. Additionally, local (99314) shares totaling \$26,184 from participating cities will also contribute to the program for a total allocation request of \$2,155,640. Funding for the program is expected to be supplemented by additional SB 125 funds as needed.

VCTC's ordinarily requests LCTOP funding for Metrolink's Weekend service in Ventura County. VCTC will not request funds this cycle in order to use all LCTOP funds that are available for the Free Fare program. Operating costs for Ventura County's Metrolink weekend service will be absorbed by the regular Metrolink budget.

Free Fare program details:

Youth Ride Free allows 18 and under individuals and those over 18 enrolled in high school to ride any public transit bus in Ventura County for free, anytime, anywhere. The College Ride program allows students enrolled at California Lutheran University, California State University Channel Islands, Moorpark College, Oxnard College, Ventura College, Santa Barbara City College, University of California, Santa Barbara, and Ventura County Adult Education Consortium to ride any public transit bus in Ventura County for free. The Free Fare Days program will allow anyone to ride any bus service for free within Ventura County on three days: Clean Air Day, Transit Equity Day and Earth Day. LCTOP funds serve as fare buy-down for participating Ventura County service operators including Gold Coast (GCTD), VCTC Intercity, Valley Express, Camarillo (CAT), Thousand Oaks (TOT), Moorpark (MCT), Ojai Trolley, and Simi Valley Transit (SVT). Participating cities will also contribute their local LCTOP shares to the program with the exception GCTD and Simi Valley. The fare buy-down will continue to be 75% of the average fare calculated for each transit operator.

SCRRA (Metrolink), GCTD, and City of Simi Valley will use their local shares for agency specific projects. Metrolink's Student Adventure Pass allowed any student with a valid school ID to obtain a pass at no charge to ride the Metrolink system. This program proved to be a resounding

success and with the overwhelming demand, the pilot has outgrown its initial finding. Therefore, SCCRA will transition to a student discount model. The new 50% student discount will apply to all passes and ticket types ensuring students continued access to more affordable Metrolink travel. City of Simi Valley will use local shares to fund the gap between the Free Fare reimbursement and city fares since the current reimbursement rate is 75% of fare.

The Transit Operators Committee (TRANSCOM) approved the staff recommendation on March 11, 2025. The Allocation Request will be submitted to Caltrans by the deadline of April 24 with anticipated SCO release of approved funds in December 2025.



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Item #9F

April 4, 2025

TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: GEISKA VELASQUEZ, PROGRAM MANAGER
SUBJECT: PORT OF HUENEME NORTH TERMINAL SHORESIDE POWER PROJECT COST INCREASE

RECOMMENDATION:

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

BACKGROUND

In the 2022 call for projects administered by VCTC for the Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funding, the Port of Hueneme was awarded a total of \$10.4 million for the north terminal shore power project, which provides state of the art electrical infrastructure and electrical-grid-base connection allowing Roll-on/Roll-off ocean going vessels to shut down diesel auxiliary engines while at berth, connect into shore power, and effectively eliminate vessel diesel emissions while at berth. The project scored highly for the air quality improvement with implementation of the project. In 2024, in the call for projects administered by the Southern California Association of Governments (SCAG), the project received an additional \$1.5 million, fulfilling the Port's original \$11.9 million funding request to VCTC.

This project was obligated on time with a Request for Authorization (RFA) approval in September of 2024. Shortly after this authorization to proceed, the Port staff was immediately faced with a need for additional funding. The South Shore Terminal had been badly damaged during an extreme weather event. It has been determined that due to the history of such weather events causing disruptions in the critical power infrastructure of the Port, and the detriments to the ability of the shore power to reduce emissions from docked ships at the terminal, additional considerations must be made to protect the investments of the electrical infrastructure. Therefore, to protect the CMAQ investment and complete the project, it is necessary that the Port add a building foundation, modular building, and other essential equipment, as well as management to the project at an estimated additional cost of roughly \$4.6 million.

DISCUSSION

In June each year Caltrans requests that local agencies provide Requests for Authorization (RFAs) for any additional projects that are not under advanced construction or on hold and that could be obligated prior to September 30 of that year. This is in preparation for the “August Redistribution” of Obligation Authority (OA). In August of each year, the Federal Highway Administration (FHWA) redistributes OA (from states that have not used all their OA) to states that have used their OA or will use all their OA by September 30 and have requested additional OA.

In anticipation of that effort Caltrans requested that Metropolitan Planning Organizations (MPOs) survey County Transportation Commissions (CTCs) on expected obligation of these funds for this fiscal year, FY 24/25. The resulting OA plan identified that due to project delays the SCAG region is under authorizing its OA. In response SCAG called for the CTCs to identify any projects that could obligate addition funds in this fiscal year to assist the region and the State to closer reach their OA and retain it to California.

SCAG has offered their concurrence and approval of the advanced use of \$4 million in FY26/27 CMAQ programming capacity for immediate obligation in FY24/25 to fully deliver the Port of Hueneme North Terminal Shoreside Power Project and assist the region and state in delivering more OA.

VCTC staff recommend approving the advancing of this funding with the provision that the Port of Hueneme assumes any additional cost, including the required 11.47% match, and any additional costs above that. This \$4 million will count toward the roughly \$20 million VCTC CMAQ funding target in the upcoming SCAG call for projects.

The VCTC Transportation Technical Advisory Committee (TTAC) approved the recommendation of this item at the meeting of March 19, 2025.



Item #9G

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: GEISKA VELASQUEZ, PROGRAM MANAGER PROGRAMMING
SUBJECT: REVISION TO JOBS ACCESS REVERSE COMMUTE (JARC) PROGRAM

RECOMMENDATION:

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

BACKGROUND:

In the 2019 JARC call for projects, the Commission approved an application from the City of Thousand Oaks for \$50,000 for Free Low-Income Transit Passes. However, due to the free fares implemented in response to COVID these funds could not be applied for their intended purpose, and after fares were reinstated, the City determined that the proposed program was no longer feasible.

In the 2024 JARC call-for-projects the City of Thousand Oaks requested \$360,000 to replace EV Powered Employee Rideshare Program Vehicles. This project was placed on the contingency list for future funding opportunities. VCTC staff have consulted with Thousand Oaks staff and concluded that this project can use the money in question for purchase of one of the requested vehicles.

Staff recommend at this time to move \$50,000 in JARC from the Free Low-Income Transit Passes project and use the funds instead to purchase one Thousand Oaks Employee Rideshare Vehicles as requested in the application of Thousand Oaks in the most recent call for projects.

This item was recommended for approval by the Transit Operators Advisory Committee (TRANSCOM) at their meeting on March 12, 2025.



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Item #9H

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

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

RECOMMENDATION:

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

BACKGROUND:

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

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

VCTC is responsible for the coordination and submission to SCAG of a local Project Prioritization Framework, and subsequently a Project Nomination Package. SCAG will then review the project nominations packages submitted by VCTC and the other County Transportation Commissions (CTC's) against the program criteria and develop a list of prioritized projects for approval by the SCAG Regional Council. Projects approved by SCAG will then be programmed in the 2027 FTIP, and a contingency list will be maintained by SCAG for any cost savings or future funding opportunities.

Staff are seeking VCTC approval of the Project Prioritization Framework (Attachment A) that will serve as the basis for the project nomination process for STBG and CMAQ funding in Ventura County. SCAG will initiate a call for project nominations on March 31, 2025, consistent with the guidelines approved on March 6, 2025, and included for reference here in Attachment B.

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

DISCUSSION:

The STBG and CMAQ Program Guidelines (Attachment B) establish the structure for project selection and allocation of funds within the SCAG region. The guidelines were developed by SCAG in consultation with CTCs in the region, including bi-weekly meetings to review each section of the guidelines prior to region-wide circulation. There were also three workshop opportunities for Ventura County eligible applicants to receive further guidance on the guidelines and application process.

This call-for-project nominations will primarily make funding available from apportionments for federal fiscal year (FFY) 2026-27 and FFY 2027-28. STBG and CMAQ funding are subject to the Timely Use of Funds with obligation and/or Federal Transit Authority (FTA) Transfer deadlines for these apportionment years being September 30, 2029, and September 30, 2030, respectively. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to subsequent congressional reauthorization.

The funding availability for this call for project nominations per the SCAG guidelines, is set by program target percentages. The Ventura County region STBG target percentage is 4.3%, or roughly \$27M, and the CMAQ target percentage is 3.3% or roughly \$20M. Eligible applicants for STBG and CMAQ funds in Ventura County include cities, counties, transit agencies, federally recognized Tribal governments, and VCTC. Projects must be eligible for STBG or CMAQ funds, and consistent with SCAG Connect SoCal 2024 goals and strategies and Federal Performance Measure Goals.

Table 1, Project Selection Milestones, outlines the tentative dates and deadlines for key milestones for the call-for-project nominations process and will be updated as necessary with future communication to this committee.

Table 1: PROJECT SELECTION MILESTONES	Scheduled Date
SCAG APPLICATION PORTAL OPEN TO ELIGIBLE APPLICANTS	March 31, 2025
APPLICATIONS SUBMISSION DEADLINE	May 16, 2025
PROJECT NOMINATION RECOMMENDATIONS TO TRANSCOM	June 11, 2025
PROJECT NOMINATION RECOMMENDATIONS TO TTAC	June 18, 2025
PROJECT NOMINATION RECOMMENDATIONS TO VCTC	July 11, 2025
REGIONAL COUNCIL AWARDS FUNDING	November 6, 2025
IMPLEMENTATION INTO THE 2027 FTIP	December 2025

The VCTC Project Prioritization Framework outlines how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection, and is posted to the VCTC website under the grants webpage. The SCAG application portal will be open to eligible applicants beginning March 31st, and will close at 5:00pm on Friday, May 16, 2025. Ventura County applicants may ask VCTC staff for review or technical assistance during that time. Staff will then review, score and develop project nomination recommendations for approval by the Commission and submission to SCAG as part of the final STBG/CMAQ programming selection.

The Transit Operators Advisory Committee (TRANSCOM) and Transportation Technical Advisory Committee (TTAC) approved this item for VCTC consideration at their March 2025 meetings.



Item #91

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: CONSULTANT BENCH CONTRACT INCREASE – COH & ASSOCIATES INC.

RECOMMENDATION:

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

BACKGROUND:

In June 2022, the Commission approved release of a Request for Qualifications (RFQ) to establish an available team of on-call grant-writing and transit management support consultants to assist VCTC staff to complete grant-related tasks and transit management and administration. The purpose of this RFQ was to enhance VCTC staff capability to apply for funding opportunities, and to provide specialized transit management support services.

One of the selected consultant bench firms is COH & Associates, also known as Carlos Hernandez & Associates. Under the Executive Director's delegated contract approval authority, an agreement was approved with COH & Associates through the provisions of the Consultant Bench RFQ. Mr. Hernandez has provided key support to Commission staff for various tasks including preparation of the grant application for the State's SB 1 Solutions for Congested Corridors Program (SCCP) through which VCTC received \$75 million for a suite of projects recommended in the 101 Communities Connected multimodal corridor plan. He also provided analysis in support of the Commission's adoption of the Federal Transit Administration Disadvantaged Business Enterprise (DBE) goal for the current period. More recently, he has been assisting VCTC staff in their management of the delivery of the transit projects contained within the approved SCCP program, as well as the preparation of the recently-submitted federal grant application for the US 101 Improvements project, as approved by the Commission at its January meeting. The amount of work completed will soon reach the \$50,000 maximum for which the Commission has delegated contract approval authority to the Executive Director.

DISCUSSION:

Through his work for VCTC to prepare grant applications, Carlos Hernandez has acquired significant experience with several projects in this county, including the US 101 Improvements, the County of Ventura's proposed Hueneme Road Widening as part of the Intermodal Ports Access Corridor, and the Solutions for Congested Corridors Program for 101 Communities Connected projects. As such, he has demonstrated the ability to quickly and efficiently prepare additional grant applications as needed for these projects, and to also support the implementation of the SCCP projects. Mr. Hernandez also provides these services at a cost-effective rate for VCTC. Therefore, staff believes it will be advantageous for Mr. Hernandez to continue his work under the consultant bench for another year, in support of VCTC's grant writing and transit management.

Specific upcoming tasks for Mr. Hernandez include grant writing for VCTC-sponsored applications to the Southern California Association of Governments call for projects, and continued assistance in monitoring the progress of the various agencies who are implementing transit projects included in the SCCP grant to ensure these projects comply with the state's grant requirements including timely use of funds. Staff recommends that the Commission therefore provide Executive Director authority to approve further increases to the contract for Mr. Hernandez, to a maximum of \$100,000.

Approval of this recommendation will support Goal #10 which the Commission endorsed at its April 13, 2022 goal setting session, to "Aggressively seek out federal and state infrastructure funding (and assist cities and county in this endeavor)," as well as Goal #7 to "continue progress on Metrolink and LOSSAN capital projects (Simi Valley, Leesdale siding, Camarillo station)."

AMENDMENT NO. 2
TO PROFESSIONAL SERVICES AGREEMENT BETWEEN
VENTURA COUNTY TRANSPORTATION COMMISSION
AND
COH & ASSOCIATES, INC

This Amendment No. 2 (“Amendment 1”) by and between the Ventura County Transportation Commission (“VCTC”), and COH & ASSOCIATES (hereinafter referred to as “CONTRACTOR”), is entered into as of this _____ day of _____, 2025. VCTC and CONTRACTOR shall be referred to collectively herein as “Parties.”

WHEREAS, in June of 2022, VCTC issued a Request for Qualifications (“RFQ”) to establish an available team of on-call grant-writing and transit management support consultants to assist VCTC staff to complete grant-related tasks and transit management and administration; and

WHEREAS, pursuant to that RFQ, in October of 2022, VCTC selected CONTRACTOR to be included on VCTC’s on-call list; and

WHEREAS, on November 27, 2023, VCTC entered into an Agreement (“Agreement”) with CONTRACTOR pursuant to the on-call list to provide transportation planning, programming and monitoring services to VCTC; and,

WHEREAS, on July 30, 2024, VCTC amended this agreement to increase the “Maximum Obligation” and add additional scope to the “Scope of Work.”; and,

WHEREAS, the Parties desire to further amend the Agreement to add additional scope, extend the term to provide sufficient time for CONTRACTOR to complete the additional scope, and increase the not-to-exceed amount under the Agreement to compensate CONTRACTOR for the additional scope.

THEREFORE, the Parties agree to amend the Agreement as follows:

1. Term of the Agreement. The first paragraph of the Agreement is amended to change the expiration date of the Agreement to December 31, 2025.
2. Section 5 “Maximum Obligation” is amended to increase the not-to-exceed amount of the Agreement to \$100,000.
3. Attachment A “Scope of Work” is amended to add the additional scope described in Attachment A-1, attached hereto and incorporated herein.

All terms which are defined in the Agreement shall have the same meaning when used in this Amendment 2, unless specifically provided herein to the contrary. Except to the extent amended herein, all other provisions of the Agreement remain in full force and effect.

This Amendment 2 may be executed in counterparts and/or by facsimile or other electronic means, and when each Party has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one original, which shall be binding upon and effective as to all Parties.

IN WITNESS THEREOF, the parties have executed this Amendment No. 2 on the ____ day of _____, 2025.

CONTRACTOR: COH & ASSOCIATES, INC.

by: _____
Carlos Hernandez, President

VENTURA COUNTY TRANSPORTATION
COMMISSION

by: _____
Martin R. Erickson, Executive Director

APPROVED AS TO FORM:

by: _____
Steven T. Mattas, General Counsel

Attachment A-1: ADDITIONAL SCOPE OF WORK

In addition to the scope stipulated in the original contract inclusive of amendments, the consultant will perform planning and programming activities including, but not limited to, the following:

Continuation of transit program management for projects funded through VCTC's Solutions for Congested Corridors Program (SCCP) grant;

Assistance with additional grant applications as directed, possibly including but not limited to applications in support of the US 101 Improvements project and the Hueneme Road Widening project;

Preparation of updated Disadvantaged Business Enterprise (DBE) Program per recent FTA directive;

Preparation of 2026 Regional Transportation Improvement Program (RTIP) submittal.



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Item #9J

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: GEISKA VELASQUEZ, PROGRAM MANAGER

SUBJECT: SUBRECIPIENT AGREEMENT WITH INTERFACE CHILDREN & FAMILY SERVICES, INC.

RECOMMENDATION:

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

BACKGROUND:

At the October 2024 meeting, the Commission approved an agreement with Interface Children & Family Services to respond to additional provisions requested during the last FTA triennial review. Shortly after that approval, the Office of Management and Budget's (OMB) 2024 revisions to Title 2 and the uniform guidance (2 C.F.R. Part 200) became effective, which indicates that recipients with no negotiated indirect cost rate may elect to use the increased de minimis rate of up to 15% of modified total direct costs (MTDC) for any new awards, from the previous de minimis rate of 10%. The contract approved by the Commission in October was never executed as staff sought clarity regarding the OMB revisions. At this time VCTC has received confirmation from FTA to allow use of the new de minimis rate on FTA Section 5310 grants including the Interface 211 Ventura County (211VC) program. A new agreement is therefore needed at this time to execute the changes required in the triennial review and the new OMB revision.

Interface 211 Ventura County (211VC), a program of Interface Children & Family Services, is a comprehensive information and referral service for local residents. Each year, 211VC responds to more than 25,000 Ventura County callers, providing local communities with information and resources related to shelter, health care, food, utilities, mental health, legal, disaster/emergency services, transportation, and more. VCTC administers FTA Section 5310 grants for the Ventura County 211 Ride, linking residents with the appropriate transportation to reach their desired destination, especially for seniors and those with disabilities requiring specialized transportation.

DISCUSSION:

The attached Interface Subrecipient Agreement is recommended by staff for approval. The Agreement will become effective immediately upon execution of the agreement by the Commission Chair, Executive Director, Legal Counsel, and Interface Director.

The total Commission-approved funding is for four years with a total of \$543,937.00 programmed with FTA Section 5310 to be drawn upon over a four-year period as identified in Attachment B to the Agreement. The agreement also includes a provision that future funding can be added without further Commission action to amend the agreement, though any funding beyond the \$543,937 would require Interface to apply for future Section 5310 funding cycles.



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Item #9K

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

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

RECOMMENDATION:

- Authorize the Executive Director to negotiate and execute an amendment to the Memorandum of Understanding (MOU) between VCTC and Southern California Regional Rail Authority (SCRRA) to increase allowable reimbursement costs for legal efforts required for the Simi Valley Double Track Project.
- Amend the FY2024-2025 VCTC Metrolink budget by adding \$300,000 in Transit and Intercity Rail Capital Program (TIRCP) revenues and increasing the Legal expense line item by \$300,000.

BACKGROUND:

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

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

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

DISCUSSION:

Staff have coordinated with SCRRA and legal counsel 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 \$300,000 in TIRCP funds to compensate for legal costs and potentially for 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. The 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

Attachment A – VCTC-SCRRA Simi Valley Double Track MOU Amendment No. 4



Item #9L

April 5, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AUBREY SMITH, PROGRAM MANAGER - REGIONAL TRANSIT PLANNING

SUBJECT: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL EARLY ACTION (REAP) 2.0 GRANT PROGRAM – AGENCY REIMBURSEMENT AGREEMENT FOR COUNTYWIDE TRANSIT STOPS AND STATIONS INFRASTRUCTURE IMPROVEMENTS

RECOMMENDATION:

- Authorize Executive Director to negotiate and execute reimbursement agreements with participating local agencies for implementation of Countywide Transit Stops and Stations Infrastructure Improvements projects.

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 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. One of the projects pertaining to this agenda item is the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements Project that was initially awarded an amount of \$1,500,000.

At the Commission's September 6, 2024 meeting, the Commission approved a budget amendment and re-allocation of funds from the Santa Paula Branch Line (SPBL) Trail Master Plan project to increase the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements Project budget from \$1,500,000 to \$2,100,000.

DISCUSSION:

It has been challenging to ensure that the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements Project will be completed on schedule within the tight SCAG REAP 2.0 Grant Program deadline which is June 30, 2026. 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, staff has proceeded with an alternative approach to fulfill the scope requirements in order to complete the project by the REAP 2.0 Grant Program deadline. Staff is working with participating agencies to provide funds to

ensure requested bus stop project improvements are completed ahead of SCAG's current June 30, 2026 deadlines.

Staff issued a Request for Proposal (RFP) for a countywide bus stop inventory and assessment on March 6, 2025 to procure a consultant to conduct a comprehensive inventory and assessment that will include the evaluation of conditions, accessibility, and amenities at each bus stop. This assessment will support transit planning, improve the rider experience, and ensure compliance with Americans with Disabilities Act (ADA) regulations.

Additionally, because the SPBL Trail Master Plan and Environmental Impact Report will be funded by Surface Transportation Block Group (STBG) Program funds, the scope of the Countywide Transit Stops and Stations Needs Assessment and Infrastructure Improvements will 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 has approved this scope adjustment and will fund open loop readers. VCTC staff are confident the project can be completed within the available timeline.

ATTACHMENTS

Attachment A – VCTC-Agency Reimbursement MOU for Countywide Transit Stops and Stations Infrastructure Improvements



Item #9M

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) AUDITS FOR
FISCAL YEAR 2023/2024**

RECOMMENDATION:

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

BACKGROUND:

The Ventura County Transportation Commission (VCTC) is the Regional Transportation Planning Agency (RTPA) for Ventura County. As the RTPA, the Commission is responsible for authorizing Transportation Development Act (TDA) funding to local agencies. The Commission is also responsible for ensuring that annual financial and compliance audits are conducted for all TDA claimants including Local Transportation Fund (LTF), State Transit Assistance (STA), State of Good Repair (SGR), Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Low Carbon Transit Operation Program (LCTOP) recipients to ensure program compliance. State law requires that the TDA and Proposition 1B PTMISEA and LCTOP fiscal audits be submitted to the State Controller's Office and the Regional Transportation Planning Agency within six months of the close of each fiscal year (unless an extension is granted not to exceed 90-days).

DISCUSSION:

In April 2024, the Commission contracted with ASM, LLP to perform the TDA, Proposition 1B and LCTOP audits for all TDA claimants except for the City of Moorpark who had its TDA audits performed by its financial auditors. For Fiscal Year 2023/2024, ASM performed thirty-eight (38) audits for local agencies (GCTD, cities, and the County) and seven audits (7) for VCTC. Moorpark had six (6) audits prepared by its auditors. There are total of fifty-one audits for Fiscal Year 2023/2024. VCTC staff assisted local agencies during the audits, reviewed final reports, and sent follow-up letters to all agencies after audit reports were filled.

All Fiscal Year 2023/2024 audits received a “clean” audit opinion and “the financial statements were presented fairly in all material respects.” However, there were a few issues worth noting that are summarized below:

- City of Fillmore:
 - Article 3: The City has undermatched the LTF Article 3 funds and needs to increase the local match in Fiscal Year 2024/2025 to be compliant with the local match requirements. This is an on-going issue. The City also has an old project that is still open.
- City of Moorpark:
 - Article 3: The City has undermatched the LTF Article 3 funds and needs to increase the local match in Fiscal Year 2024/2025 to be compliant with the local match requirements. The City also has old projects that are still open.
- City of Ojai:
 - Article 3: The City has old Article 3 projects that are still open.
 - Article 4: The City misclassified Article 4 fund as special revenue fund and comingled the fund with other transit funds.
- City of Oxnard:
 - Article 3: The City has undermatched the LTF Article 3 funds and needs to increase the local match in Fiscal Year 2024/2025 to be compliant with the local match requirements. The City has old projects that are still open.
 - Article 8c: The City has a large and old unused Article 8c fund balance that needs to be utilized.

The audits were completed and filed on time with the State Controller’s Office and VCTC by the deadline of December 31, 2024, except for extensions that were granted (as allowed by TDA regulations) to the Cities of Fillmore, Ojai, Oxnard, and Simi Valley. The extended audits were filed by the granted deadline.

The following TDA, SGR, Proposition 1B and LCTOP audits are included as separate attachments to the agenda item:

- City of Camarillo – Article 3, Article 8a, Article 8c, STA, and SGR
- City of Fillmore - Article 3, Article 8a, and Article 8c
- City of Moorpark - Article 3, Article 8a, Article 8c, STA, SGR, and Proposition 1B
- City of Ojai - Article 3
- City of Oxnard - Article 3, Article 8a, and Article 8c
- City of Port Hueneme - Article 3
- City of San Buenaventura - Article 3
- City of Santa Paula - Article 3, Article 8a, and Article 8c
- City of Simi Valley - Article 3, Article 4, STA, SGR, and Proposition 1B
- City of Thousand Oaks - Article 3, Article 8c, Article 8a, ECTA, STA, and SGR
- County of Ventura – Article 3
- Gold Coast Transit District – Article 4, STA, SGR, LCTOP, and Article 4 for five-member agency (Ojai, Oxnard, Port Hueneme, San Buenaventura, and Ventura County)
- VCTC - Article 3, Article 6.5, LCTOP, Valley Express, VCTC Intercity, STA Transfer and SGR

These reports are available upon request from VCTC, the local agency, or can be found on the Commission’s website at www.goventura.org as agenda attachments.



Item #10

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: FISCAL YEAR 2025/2026 DRAFT BUDGET

RECOMMENDATION:

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

DISCUSSION:

The Draft Fiscal Year 2025/2026 Budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal transparency and clarity of VCTC's programs and services to the region.

The Draft Budget continues projects from the prior year as well as starts new activities. At \$154,648,428, the Fiscal Year 2025/2026 Draft Budget is \$24,107,216 or 13.5% lower than Fiscal Year 2024/2025. The decrease is a combination of increases and decreases in multiple budgets as detailed later in this item and within the budget document. The largest reductions occur within the Transit Grant Administration budget (-\$14.2 million), the Regional Transit Technology (-\$6.2 million), the Valley Express budget (-2.38 million) and the VCTC Intercity Services budget (-\$2.48 million) while the largest increases occurred within the Santa Paula Branch Line budget (\$2.1 million) and Metrolink Commuter Rail (\$1.3 million) The draft budget contains six programs starting on page 37:

- Transit and Transportation program at \$51,511,253 (Budget pages 38, 65-76)
- Highway program at \$5,972,900 (Budget pages 39, 77-82)
- Rail program at \$41,956,158 (Budget pages 40, 83-90)
- Commuter Assistance program at \$1,078,300 (Budget pages 41, 91-96)
- Planning and Programming program at \$52,390,417 (Budget pages 42, 97-108)
- General Government program at \$1,739,400 (Budget pages 43, 109-115)

Personnel costs for Fiscal Year 2025/2026 are budgeted at \$5,019,500 or 3.3% of the budget, which is an increase of \$440,000 from the previous fiscal year. The draft budget includes twenty-four employees (the same as last year and two part-time intern positions). The wage cost of \$3,388,900 includes approximately \$157,800 pool for merit increases for employees not at the top of their range and \$91,900 for a proposed three percent COLA while the budget is being developed. Benefits account for \$1,604,500 or 1.2% of the Draft Budget. Further information about personnel can be found within the Personnel Section of the budget (Budget pages 26-37).

Below are some of the major changes in the Draft Fiscal Year 2025/2026 budget as compared to last fiscal year. Additional details of these major changes, as well as smaller changes to all budgets, can be found within the individual budget tasks. The major changes that occurred compared to last fiscal year include:

- The Accessibility Services budget decreased by \$318,400 due to lower consultant and travel costs.
- The Regional Transit Technology budget decreased by \$6.2 million as due to the implementation of software and equipment in the current fiscal year.
- The Transit Grant Administration budget decreased by \$14.2 million as pass-through projects were completed. This line item is expected to increase with the final budget when the new pass-through projects to local agencies are added.
- The Valley Express budget decreased by \$2.4 million largely due to the successful implementation of the of the purchase of new buses in the current fiscal year; and expected decreases in contractor costs.
- The VCTC Intercity Service budget decreased by \$2.5 million largely due to the implementation of five new bus purchases and the refurbishment of an additional five buses in the current fiscal year..
- The Highway Project Management budget decreased approximately \$429,500 for the partial completion of consultant work on the U.S. 101 preliminary engineering and environmental documents. Legal services was reduced based on prior experience with this project.
- The Motorist Aid Services budget decreased by \$222,800 due to deferral of a fourth Incident Responder Grant Program round to a future fiscal year.
- The Metrolink Commuter Rail budget increased by \$1.32 million due the station rehabilitation and operation increases.
- The Santa Paula Branch Line budget increased by \$2.1 million for the construction and consultant costs related to the Sespe bridge due to storm damage and broadband deployment offset by an overall reduction in consultant costs.
- The Rideshare budget increased by \$174,100 due to increased consultant services, staff travel and training costs needed to be prepared to assist and educate the community on alternative modes of transportation.
- The Regional Transit Planning budget decreased by \$1.1 million mostly due to the Short-Range Transit Plan expected to be completed by the end of this fiscal year, thus resulting in a reducing in Consultant Services.
- The Transportation Development Act budget had an increase in revenue receipts but a lower carry-in fund balance which resulted in a net decrease of \$493,100 funds passed-through to local agencies.
- The Community Outreach budget increased by \$15,100 for higher staff costs.

- The Management and Administration budget decreased by \$18,700 due to lower consultant service costs related to executive placements and lower hardware/software costs due to a lesser number of expected computer replacements.

The estimated ending Fiscal Year 2025/2026 fund balance (after contingency set aside) is expected to be \$17.4 million. The Commission's available General Fund balance (after reserves) is estimated at \$1,070,524. The other funds are restricted, and the estimated fund balances after reserve are \$736,000 for the Local Transportation Fund, \$10.5 million for the State Transit Assistance fund, \$1.4 million for the Service Authority for Freeway Emergencies fund, \$3.6 for the State of Good Repair Fund, \$25,367 for the Santa Paula Branch Line fund, and a zero balance for the VCTC Intercity Services and the Valley Express funds.

It is important to note a few reasons the STA fund balance is at \$10.5 million. First, the STA fund balance is used for on-going cash flow needs when State and Federal grants are delayed as well as cashflow for the Highway 101 study. Also, these funds although not currently budgeted, could be used for nonrecurring capital costs associated with Metrolink capital and rehabilitation expenditures, possible bus purchases for the VCTC Intercity Service or other transit projects benefiting the County.

The Draft Budget is a "work-in-progress" for VCTC as tasks are fine-tuned. Staff will update the final budget with input received from the Commission and new information as it becomes available from local partners such as Metrolink and funding information from the State and Federal governments.

As required by the VCTC Administrative Code, the proposed Draft Fiscal Year 2025/2026 budget was submitted to the Finance Committee (Chair Judge, Vice-Chair McQueen-Legohn, and Past-Chair LaVere) for review. At the March 24, 2025, Finance Committee meeting, the details of the Draft Budget were reviewed and discussed, then the Finance Committee recommended forwarding the Draft Budget and the Salary Schedule as presented to the full Commission for review and a public hearing.

As required by the Administrative Code, a public hearing will be held at the April Commission meeting. The final budget is scheduled for adoption at the Commission's June meeting, at which time a second public hearing will be held pursuant to the VCTC Administrative Code.

The proposed Draft Fiscal Year 2025/2026 Budget is a balanced budget and is a separate attachment to the agenda. A copy of the Draft Fiscal Year 2025/2026 Budget is available on the VCTC website at www.goventura.org.

Attachment 1
Ventura County Transportation Commission
Salary Schedule by Department
Fiscal Year 2025/2026
Effective July 1, 2025

Department/Position	FTE	Annual Range Bottom*	Annual Range Top	Non-Exempt Hourly Rate		Exempt vs. Non-Exempt
				Bottom	Top	
ADMINISTRATION						
Executive Director	1.0	250,190	291,033			E
Program Manager, Government and Community Relations	1.0	109,251	169,338			E
Clerk of the Commission/Executive Assistant	1.0	109,251	169,338			E
Receptionist/Secretary	1.0	53,177	77,373	25.57	37.20	NE
ADMINISTRATION SUBTOTAL:	4.0					
FINANCE						
Finance Director	1.0	153,726	238,276			E
Program Manager, Information Technology	1.0	109,251	169,339			E
Program Manager, Accounting	1.0	109,251	169,339			E
Senior Accountant/Analyst	2.0	82,495	120,030	39.66	57.71	NE
FINANCE SUBTOTAL:	5.0					
PLANNING						
Planning and Sustainability Director	1.0	153,726	238,276			E
Program Manager, Transportation Planning	1.0	109,251	169,339			E
Program Manager, Transportation Data and Services	1.0	109,251	169,339			E
Administrative Assistant	0.1	53,177	77,373	25.57	37.20	NE
Intern (Part-time)	0.5			18.50	21.50	NE
PLANNING SUBTOTAL:	3.6					
PROGRAMMING						
Programming Director	1.0	153,726	238,276			E
Program Manager, Programming	2.0	109,251	169,339			E
Administrative Assistant	0.3	53,177	77,373	25.57	37.20	NE
PROGRAMMING SUBTOTAL:	3.3					
TRANSIT						
Public Transit Director	1.0	153,726	238,276			E
Program Manager, Regional Transit Planning	1.0	109,251	169,339			E
Program Manager, Transit Contracts	1.0	109,251	169,339			E
Transit Planner	2.0	82,495	120,030	39.66	57.71	NE
Transit Information Center and Technology Specialist	1.0	53,177	77,373	25.57	37.20	NE
Administrative Assistant	0.6	53,177	77,373	25.57	37.20	NE
Customer Service Representative	2.0	45,936	66,838	22.08	32.13	NE
Intern (Part-time)	0.5			18.50	21.50	NE
TRANSIT SUBTOTAL:	9.1					
TOTAL BUDGETED POSITIONS:	24.9					

VCTC will automatically adjust any wage that does not meet California's minimum wage or local fair-market wage requirements.
Hourly time is based on a 2080 hour year. If more billable hours in a year, then budget would be adjusted accordingly



Item #11

April 4, 2025

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Federal Issues

The federal government has been operating under a Continuing Resolution (CR) since October while Congress negotiated terms of a full budget bill. The most recent continuing resolution was scheduled to expire March 14. In early March, Congress passed the Transportation, Housing and Urban Development, and Related Agencies (THUD) Bill, part of the larger Continuing Resolution signed by President Trump. The Continuing Resolution averted a partial government shutdown and will keep the government funded through the remainder of the federal fiscal year, which ends Sept. 30.

The funding bill, in general, keeps THUD program spending at 2024 levels, according to the American Public Transportation Association (APTA), with a slight increase for public transit and a slight decrease for passenger and freight rail. Combined with the Infrastructure Investment and Jobs Act (IIJA), the bill:

- Provides \$20.9 billion for public transit, an increase of \$82 million (0.4%);
- Provides \$16.2 billion for passenger and freight rail, a decrease of \$99 million (-0.6%);
- Eliminates all funding that was designated for earmarks in the 2024 appropriations bill.

State Issues

At the state Legislature, policy committees have begun hearings on the thousands of bills introduced at the start of the session. Legislators have also begun discussions on Gov. Newsom's budget proposal introduced in January.

Delaney Hunter of Seaside Advocacy, the Commission's state lobbyist, will give a presentation to the Commission on the state budget, proposed bills of interest and other legislative issues.

Attachment A is the monthly report by Hunter and Seaside Advocacy. Attachment B is a matrix of legislation that VCTC is tracking.



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

Legislative Update

The bill introduction deadline was on February 21st, and more than 2,400 bills were ultimately introduced for the new legislative session. As a result, most of March consisted of analyzing and ciphering through all the new bills. Many of the initial measures that were put forward last month were in “spot bill” form, which means that they are placeholders that do not contain substantive language. Throughout this month, most of those bills were amended to include more substantive language that will require the bill to be referred to the appropriate policy committees. While we have seen the first wave of policy hearings in March, the bulk of the hearings will occur throughout April. Furthermore, all of the fiscal bills will need to be out of their respective policy committees by May 2, where they will then move to the Appropriations Committee in their house of origin.

On the budget side, the respective sub-committees continue to work through the Governor’s budget proposal.

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

Transportation Related Hearings

On March 3- the Senate and Assembly held a joint informational transportation hearing on declining gas tax revenues. Assemblymember Wilson highlighted the importance of a multimodal transportation system that is safe, effective, and affordable, emphasizing its role in connecting people to opportunities and supporting the fifth-largest economy in the world. The current funding for state and local transportation relies heavily on fuel taxes and fees on gas-powered vehicles, which are declining as vehicles become more fuel-efficient and the transition to zero-emission vehicles progresses. The Assemblymember pointed out that the gas tax, once a critical funding source, is becoming less effective as a user-based revenue mechanism due to the declining number of drivers paying for road maintenance. She stressed the need for new, sustainable solutions to ensure fair transportation funding, noting that other states are also addressing similar funding shortfalls. She also has mentioned

her role in spearheading a conversation about transportation funding, starting with a hearing and a bill, AB 1421, along with Senate colleagues and counterparts. The Assemblymember acknowledged that there are no easy fixes and that solving this issue will require a multi-year, inclusive conversation involving all stakeholders to find the right solution for California.

On March 11, the Senate Transportation Committee held an informational hearing on transportation in California: an overview of transportation departments and programs. The purpose of the hearing was to provide an overview of the State's transportation system. Specifically, panelists included government entities from the state, local, and regional levels responsible for building, maintaining, and operating the State's transportation system. Additionally, a panel with private sector partners discussed their role working with public entities in maintaining the State's transportation system and also discussed the federal outlook as it relates to federal reauthorization.

Upcoming Bill Deadlines and Newly Introduced Legislation

April 10-21 – Spring Recess

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

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

May 16 – Last day for policy committees to meet

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

June 2 – 6 – Floor sessions only

AB 21 (DeMaio R) Taxpayer Protection Act of 2025

Introduced: 12/2/2024

Status: 12/3/2024-From printer. May be heard in committee January 2.

Summary: Would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.

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

Introduced: 12/2/2024

Status: 12/3/2024-From printer. May be heard in committee January 2.

Summary: Current law establishes the Milton Marks "Little Hoover" Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.

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

Introduced: 1/16/2025

Status: 2/10/2025-Referred to Com. on L. GOV.

Summary: The Ralph M. Brown Act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely.

AB 266 (Davies R) Freeway Service Patrol Act: sponsorship agreement.

Introduced: 1/17/2025

Status: 2/10/2025-Referred to Com. on TRANS.

Summary: The Freeway Service Patrol Act requires each tow truck participating in a freeway service patrol to bear a specified logo that identifies the Department of the California Highway Patrol and the Department of Transportation, and, at the option of the entity, the participating regional or local entity. This bill would authorize a participating regional or local entity to generate additional revenue for its freeway service patrol by entering into exclusive sponsorship agreements that allow for the display of a sponsor's name and logo on participating tow trucks, as specified, that are in addition to the above-described required logo.

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

Introduced: 1/17/2025

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

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

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

Introduced: 1/21/2025

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

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

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

Introduced: 1/22/2025

Status: 3/20/2025-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Summary: Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes an undetermined maximum number of speed safety systems on state highway construction or maintenance areas, as specified.

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

Introduced: 1/28/2025

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

Summary: Would appropriate the sum of \$50,000,000 from the General Fund to the California Workforce Development Board to allocate to the South Bay Workforce Investment Board and the Economic Development Collaborative to train, upskill, and retrain underemployed and unemployed low-to moderate-income individuals to support the rebuilding and recovery of areas in the Counties of Los Angeles and Ventura impacted by the 2025 wildfires. The bill would require those local workforce development boards to demonstrate quality standards and practices, as specified, and to focus on employment in jobs in certain professions and industries, including construction, firefighting, and health care, and other areas essential to emergency response, disaster relief recovery and mitigation, and rebuilding. The bill would require individuals participating in programs funded by the bill to have access to expedited licensing and certification.

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

Introduced: 1/28/2025

Status: 3/19/2025-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (March 19). Re-referred to Com. on APPR.

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

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

Introduced: 2/3/2025

Status: 3/13/2025-Re-referred to Com. on APPR.

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format.

AB 390 (Wilson D) Vehicles: highway safety.

Introduced: 2/3/2025

Status: 3/12/2025-Re-referred to Com. on TRANS.

Summary: Current law requires a driver approaching, among others, a stationary marked Caltrans vehicle that is displaying flashing lights to approach with due caution and either change lanes to a lane not immediately adjacent to the vehicle, or, if unable to safely do so, slow to a reasonable and prudent speed, as specified. Current law makes a violation of that provision an infraction, punishable by a fine of not more than \$50. This bill would expand that requirement to apply to all marked highway maintenance vehicles, as defined, and would also make that requirement applicable to any other

stationary vehicle displaying flashing turn signal lamps or another warning device, including, but not limited to, cones, flares, or retroreflective devices.

AB 394 (Wilson D) Crimes: public transportation providers.

Introduced: 2/3/2025

Status: 3/19/2025-In committee: Set, second hearing. Hearing canceled at the request of author.

Summary: Current law defines a battery as any willful and unlawful use of force or violence upon the person of another. Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified.

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

Introduced: 2/13/2025

Status: 2/24/2025-Referred to Com. on TRANS.

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

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

Introduced: 2/14/2025

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

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

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

Introduced: 2/18/2025

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

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

provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000.

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

Introduced: 2/19/2025

Status: 2/20/2025-From printer. May be heard in committee March 22.

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. The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2032, to certify projects that meet specified requirements for streamlining benefits related to CEQA. This bill would state the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions.

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

Introduced: 2/19/2025

Status: 3/10/2025-Referred to Coms. on Higher ED. and TRANS.

Summary: Current law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Current law creates the Los Angeles County Metropolitan Transportation Authority ("LA Metro") with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. This bill would establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College District by (1) providing all students with a free transit pass to access the public transportation services provided by LA Metro, and (2) establishing a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would require the Los Angeles Community College District to submit an annual report to the Department of Finance and the budget committees of the Assembly and Senate that includes specified information about the transit pass program and the student ambassador program. By imposing additional duties on the Los Angeles Community College District and LA Metro, the bill would impose a state-mandated local program.

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

Introduced: 2/19/2025

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

Summary: Would establish the Quick-Build Project Pilot Program within the Department of Transportation's maintenance program to expedite development and implementation of low-cost projects on the state highway system, as specified. The bill would require the department, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build projects. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build projects statewide.

AB 902 (Schultz D) Transportation planning and programming: barriers to wildlife movement.

Introduced: 2/19/2025

Status: 3/17/2025-Referred to Coms. on TRANS. and L. GOV.

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the regional transportation plan or sustainable communities strategy, upon the adoption or next revision on or after January 1, 2028, to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas that are partially or fully within the region of the metropolitan planning organization or transportation planning agency, and consider the impacts of development and the barriers caused by transportation infrastructure and development to wildlife and habitat connectivity. The bill would also require metropolitan planning organizations and regional transportation agencies, in implementing those requirements, to, among other things, incorporate appropriate standards, policies, and feasible implementation programs, consult with certain entities, and consider relevant best available science as appropriate.

AB 939 (Schultz D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.

Introduced: 2/19/2025

Status: 3/10/2025-Referred to Com. on TRANS.

Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.

AB 954 (Bennett D) State transportation improvement program: bicycle highway pilot program

Introduced: 2/20/2025

Status: 3/10/2025-Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to prepare a proposal for the development, including the selection, of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP, as specified. The bill would require the department, on or before July 1, 2031, to report to the relevant policy committees of the Legislature on the status of the pilot program and recommendations for the development of additional networks of bicycle highways.

AB 1014 (Rogers D) Traffic safety: speed limits.

Introduced: 2/20/2025

Status: 3/10/2025-Referred to Com. on TRANS.

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Current law requires the Department of Transportation, by regulation, to require speed limits

to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Current law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit.

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

Introduced: 2/20/2025

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

Summary: Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.

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

Introduced: 2/21/2025

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

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Pursuant to this authority, the state board adopted the California Greenhouse Gas Cap-and-Trade Program. This bill would state the intent of the Legislature to enact subsequent legislation to reauthorize the California Greenhouse Gas Cap-and-Trade Program.

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

Introduced: 2/21/2025

Status: 2/24/2025-Read first time.

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

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

Introduced: 2/21/2025

Status: 2/24/2025-Read first time.

Summary: Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need, and requires each council of governments, or the department for cities and counties

without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city and county, as provided. Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would state the intent of the Legislature to enact subsequent legislation to harmonize the regional housing needs allocation process with the regional transportation plan and sustainable community strategy processes to ensure the needs of both existing populations and projected populations are met, and to ensure local governments have plans for sufficient housing in climate-friendly locations near transit, jobs, and services.

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

Introduced: 2/21/2025

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

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

AB 1491 (Ta R) Transportation: road safety.

Introduced: 2/21/2025

Status: 2/24/2025-Read first time.

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

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

Introduced: 1/14/2025

Status: 3/19/2025-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Transportation] (PASS)

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

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

Introduced: 1/14/2025

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

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

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

Introduced: 1/15/2025

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

Summary: Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the Office of Land Use and Climate Innovation, 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 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 on January 1, 2030.

SB 78 (Seyarto R) Department of Transportation: study: state highway system: road safety projects.

Introduced: 1/15/2025

Status: 1/29/2025-Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to conduct a study to identify certain locations in the state highway system with regard to vehicle collisions, projects that could improve road safety at each of those locations, and common factors, if any, contributing to the delay in the delivery of those projects. The bill would require the department to post the study on its internet website on or before January 1, 2027.

SB 79 (Seyarto R) Planning and zoning: housing development: transit-oriented development.

Introduced: 1/15/2025

Status: 3/12/2025-Re-referred to Coms. on HOUSING and L. GOV.

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

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

Introduced: 1/22/2025

Status: 3/12/2025-Read second time and amended. Re-referred to Com. on N.R. & W.

Summary: The Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 makes \$135,000,000 available, upon appropriation by the Legislature, to the Office of Emergency Services for a wildfire mitigation grant program to provide, among other things, loans, direct assistance, and matching funds for projects that prevent wildfires, increase resilience, maintain existing wildfire risk reduction projects, reduce the risk of wildfires to communities, or increase home or community hardening. The act provides that eligible projects include, but are not limited to, grants to local agencies, state agencies, joint powers authorities, tribes, resource conservation districts, fire safe councils, and nonprofit organizations for structure hardening of critical community infrastructure, wildfire smoke mitigation, evacuation centers, including community clean air centers, structure hardening projects that reduce the risk of wildfire for entire neighborhoods and communities, water delivery system improvements for fire suppression purposes for communities in very high or high fire hazard areas, wildfire buffers, and incentives to remove structures that significantly increase hazard risk. This bill would include in the list of eligible projects grants to the above-mentioned entities for improvements to public evacuation routes in very high and high fire hazard severity zones, mobile rigid dip tanks, as defined, to support firefighting efforts, prepositioned mobile rigid water storage, as defined, and improvements to the response and effectiveness of fire engines and helicopters.

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

Introduced: 1/23/2025

Status: 2/5/2025-Referred to Com. on RLS.

Summary: The Los Angeles County Metropolitan Transportation Authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. If the number of members of the board of supervisors is increased, existing law requires the authority, within 60 days of the increase, to submit a plan to the Legislature for revising the composition of the authority. This bill would state the intent of the Legislature to enact subsequent legislation to

update and modernize the membership of the board of directors of the Los Angeles County Metropolitan Transportation Authority.

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

Introduced: 1/27/2025

Status: 2/5/2025-Referred to Coms. on JUD. and INS.

Summary: Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, current law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person to bring a civil action, if specified criteria are met, including damages of \$10,000 or more, against a party responsible for a climate disaster or extreme weather or other events attributable to climate change due to the responsible party's misleading and deceptive practices or the provision of misinformation or disinformation about the connection between its fossil fuel products and climate change and extreme weather or other events attributable to climate change. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for the climate disaster or extreme weather or other events attributable to climate change. The bill would set forth venue requirements and prohibited defenses for that action, and would require the court to award a prevailing plaintiff the full extent of noneconomic, compensatory, and punitive damages allowable, as specified. The bill would provide that the connection of a climate disaster, extreme weather or other events attributable to climate change, or harms resulting from long-term changes to the climate system to alleged injuries are an injury in fact for all residents of the state harmed by the event and would give those persons standing to bring a civil action pursuant to the above-described provisions.

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

Introduced: 1/30/2025

Status: 2/14/2025-Referred to Coms. on L. GOV. and JUD.

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified.

SB 359 (Niello R) Diesel Fuel Tax Law: exempt bus operation.

Introduced: 2/13/2025

Status: 3/18/2025-Set for hearing May 14.

Summary: The Diesel Fuel Tax Law imposes taxes at a specified rate with respect to the distribution or delivery of each gallon of diesel fuel, and establishes various exemptions from those taxes, including an exemption for an exempt bus operation that consists of, among other things, a transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided.

SB 445 (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.

Introduced: 2/18/2025

Status: 2/26/2025-Referred to Coms. on TRANS. and L. GOV.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. 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. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity's jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define "sustainable transportation project" to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions.

SB 486 (Cabaldon D) Regional housing: public postsecondary education: changes in enrollment levels: California Environmental Quality Act.

Introduced: 2/19/2025

Status: 3/20/2025-Set for hearing April 1.

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

enrollment levels at institutions of public higher education, as defined, excluding changes in enrollment levels of nonresident students.

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

Introduced: 2/19/2025

Status: 2/26/2025-Referred to Com. on TRANS.

Summary: Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, school buses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions.

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

Introduced: 2/20/2025

Status: 3/17/2025-Set for hearing March 24.

Summary: The bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.

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

Introduced: 2/21/2025

Status: 3/12/2025-Referred to Com. on RLS.

Summary: Existing law authorizes the State Air Resources Board to establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that is applicable from January 1, 2021, to December 31, 2030, inclusive, and that meets certain requirements (market-based compliance mechanism). This bill would state the intent of the Legislature to enact subsequent legislation to reform, and extend the operation of, the market-based compliance mechanism.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY April 4, 2025			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 21 DeMaio	Taxpayer Protection Act of 2025	Monitor	In Assembly. Pending referral to committee.
AB 23 DeMaio	The Cost of Living Reduction Act of 2025	Monitor	In Assembly. Pending referral to committee.
AB 266 Davies	Freeway Service Patrol Act: sponsorship agreement	Monitor	In Assembly. Referred to Transportation Committee. Set for hearing March 24.
AB 267 Macedo	Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention	Monitor	In Assembly. Referred to Transportation and Natural Resources committees.
AB 289 Haney	State Highway Work Zone Speed Safety Program	Monitor	In Assembly. Amended. Set for Transportation Committee hearing April 7.
AB 390 Wilson	Vehicles: Highway Safety	Monitor	Referred to Assembly Transportation Committee. Hearing set for March 24.
AB 394 Wilson	Crimes: public transportation providers.	Monitor	Referred to Assembly Public Safety Committee. Hearing set for April 1.
AB 954 Bennett	State Transportation Improvement Program: Bicycle Highway Improvement Program	Monitor	Referred to Assembly Transportation Committee. Set for hearing April 7.
AB 939 Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	Monitor	In Assembly. Referred to Transportation Committee.
SB 71 Wiener	California Environmental Quality Act: exemptions: transit projects	Monitor	In Senate. Referred to Environmental Quality and Transportation committees. Hearing set for March 19.
SB 90 Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of	Monitor	In Senate. Referred to Governmental Organization, and Natural Resources

	2024: grants: Improvements to Public Evacuation Routes: mobile rigid water storage.		and Water committees.
SB 445	Sustainable Transportation Project Permits and Cooperative Agreements	Monitor	In Senate. Referred to Rules Committee for assignment,