



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)

AGENDA

The meeting will be via ZOOM Webinar

<https://us02web.zoom.us/j/83147448641?pwd=SGV2aHJDRHhuOGpqRUt2WVFGdIlxQT09>

THURSDAY, January 21, 2021
9:00 AM

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the Guidance for Gatherings issued by the California Department of Public Health committee panelists will participate in the meeting from individual remote locations, which is in accordance with the Governor's Executive Order. Members of the public are encouraged to attend the meeting remotely. Persons who wish to address the TTAC committee on an item to be considered at this meeting are asked to submit comments in writing to the committee at vvega@goventura.org by 4:30PM, Wednesday January 20, 2021. Due to the current circumstances if you would like to participate in a verbal public comment on any item on the agenda during the meeting, please email your public comment to vvega@goventura.org. Any public comment received will be read into the record during the public comment portion of this meeting. In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the TTAC meeting, please contact VCTC staff (805) 642-1591 ext. 118. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.

- ITEM 1 CALL TO ORDER**
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**
- ITEM 3 PUBLIC COMMENTS**
- ITEM 4 AGENDA ADJUSTMENTS**
- ITEM 5 APPROVAL OF MINUTES – For Action**
Waive the reading and approve the minutes of the November 19, 2020 meeting.
- ITEM 6 ELECTION OF OFFICERS – CHAIR AND VICE CHAIR – For Action**
 - *That the Committee nominate and elect officers to the Committee.*
- ITEM 7 PROGRAMMING OF FISCAL YEAR (FY) 2020/21 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND FY 2019/20 AND 2020/21 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS – For Action**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Committee meeting, please contact the Clerk of the Committee at (805) 642-1591 ext. 118. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

- *Recommend the Commission program \$5,798,606 in FY 2020/21 and unprogrammed prior year CMAQ funds, and \$592,242 in FY 2019/20 and 2020/21 TDA Article 3 Bicycle & Pedestrian funds, as recommended in the Attachment A and B tables.*

ITEM 8 CALTRANS LOCAL ASSISTANCE UPDATE

ITEM 9 TTAC TRANSITION FROM THURSDAY TO WEDNESDAY – For Discussion

- *Review and discuss.*

ITEM 10 VENTURA COUNTY FREIGHT CORRIDORS STUDY EXISTING CONDITIONS

- *Receive and file an update on the Ventura County Freight Corridors Study. Review and provide feedback on the Draft Existing Conditions Report.*

ITEM 11 FUTURE AGENDA ITEMS

- *Congestion Management Program – New VMT Standard*
- *Periodic Highway Construction Updates*
- *Regional Transportation Funding & Planning*

ITEM 12 ADJOURNMENT



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
Thursday, November 19, 2020
9:00 a.m.

MEETING HELD REMOTELY VIA-ZOOM
MEETING MINUTES

MEMBERS PRESENT: Ken Matsuoka, City of Camarillo (Chair)
Justin Link, City of Simi Valley (Vice Chair)
Greg Grant, City of Ojai
Debbie O'Leary, City of Oxnard
Cameron Spencer, Port of Hueneme
Bob Woodward, City of Santa Paula
Mike Tohidian, City of Thousand Oaks
Jeff Hereford, City of Ventura
Dave Fleisch, County of Ventura
Cameron Spencer, Port of Hueneme

Robert Wong, Caltrans
Ben Cacatian, Ventura County Air Pollution Control District (VCAPD)

MEMBERS ABSENT: City of Fillmore
City of Moorpark
City of Port Hueneme

VCTC STAFF PRESENT: Amanda Fagan, Planning and Policy Director
Heather Miller, Programming Manager
Peter De Haan, Programming Director

ITEM 1 CALL TO ORDER
Chair Matsuoka called the regular TTAC meeting to order at 9:02 am VIA-ZOOM.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENT
None.

ITEM 3 PUBLIC ANNOUNCEMENTS
None.

ITEM 4 AGENDA ADJUSTMENTS
None.

ITEM 5 APPROVAL OF JUNE MINUTES

ACTION:

Link moved, seconded by Tohidian that the Committee approve the August 20, 2020 meeting minutes. The motion passed unanimously.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATE

Mr. Robert Wong, Caltrans, made a brief announcement, they will be hosting a workshop sometime in the beginning of January.

ITEM 7 TTAC MEETING DATE CHANGE TO WEDNESDAY

There was extensive discussion amongst the Committee members, and it was agreed to bring this item back at the next meeting.

ITEM 8 DISTRIBUTION OF TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 MAINTENANCE FUNDS

Ms. Heather Miller, VCTC, reviewed with the committee staff recommendation to approve the allocation of Fiscal Year (FY) 2020/21 Transportation Development Act (TDA) Article 3 Bike Path Maintenance Funds in the amount totaling \$125,307 (see table attachment provided)

ACTION:

Fleisch moved, seconded by Link that the Committee approve the recommendation by VCTC staff.

ITEM 9 POLICY FOR DISTRIBUTING NEW CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND TDA ARTICLE 3 FUND

Mr. De Haan, VCTC, reviewed with Committee, VCTC staff is requesting local agencies to provide information regarding projects to use \$15,675,396 in unprogrammed CMAQ and TDA Article 3 balances. Projects will need to meet the following criteria: (1) Cost increases for previous competitively-selected bicycle/pedestrian or transit projects, without supplanting previously-committed local match; (2) Transit vehicle replacements or related infrastructure scheduled for 20/21 or 21/22 in an approved asset management plan; or (3) Required match for competitive state or federal grants for bicycle/pedestrian or transit projects. The information is needed by December 15th. cost increased be validated and potential new eligible projects.

ACTION:

Fleisch moved, seconded by Link that the Committee approve the recommendation by VCTC staff, with amendments that the reasons for cost increases be documented, and that project information also be requested for potential new projects. The motion passed as amended.

ITEM 10 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) / SURFACE TRANSPORTATION PROGRAM (STP) STATUS REPORT

Mr. De Haan, VCTC, reviewed with the Committee, VCTC staff request to have an accurate schedule of Surface Transportation Program (STP) and Congestion Mitigation And Air Quality (CMAQ) projects (see attachments 1 and 2). Also, he mentioned VCTC uses this project schedule to ensure that the Federal Transportation Improvement Program (FTIP) which includes all of the projects that are ready-to-go, and also manage the county's Obligation Authority (OA), a schedule was provided to staff. Lastly, Peter, reminded the Committee to continue to provide to VCTC staff with any updates as the changes occur.

ITEM 11 FUTURE AGENDA ITEMS

• **Congestion Management Program – New VMT Standard**

Ms. Amanda Fagan, VCTC, provided a brief update on the Congestion Management – Vehicle Miles Traveled (VMT) Standard, as discussed before, currently in the process of updating the Ventura County Traffic Model (VCTM), with bringing the baseline up to 2016, consistent with the current Santa Barbara County Association of Governments (SCAG), Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and also to provide outputs which would support implementation of SB743 (Implementation Assistance Project), VMT per capita. She noted, updates have been received on the Land use data from 5 cities – Camarillo, Oxnard, Port Hueneme, Thousand Oaks and the City of Ventura, they are awaiting to receive data updates from the cities of – Fillmore, Moorpark, Ojai, Santa Paula and Ventura County, (once all data has been received from all jurisdictions the update for the model can then be completed). Lastly, she

mentioned the Ventura Council of Governments (VCOG), as part of its Regional Early Action Planning (REAP) application for the housing elements, is in the process of applying for funding from SCAG, and of which one project would help develop the VMT Mitigation Program, in partnership between VCOG and VCTC, of which is all related to the VMT SB743 implementation measures.

- *Periodic Highway Construction Updates*
- *Regional Transportation Funding & Planning*
- *SCAG Go Human Program*

ITEM 12 ADJOURNMENT

Chair Matsuoka adjourned the meeting at 10:27 a.m.



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DATE: JANUARY 21, 2021
MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, DIRECTOR OF PROGRAMMING
SUBJECT: ELECTION OF OFFICERS

RECOMMENDATION

- That the Committee nominate and elect officers to the Committee.

BACKGROUND

The Chair and Vice Chair shall be elected from among the Transportation Technical Advisory Committee representatives by majority vote. Nomination and selection of the new officers will occur during this meeting with the Vice Chair taking his/her position effective immediately and the Chair taking his/her position at the February 2021 meeting.

Below is a recent history of officers.

2020

Chair – Ken Matsuoka, City of Camarillo
Vice Chair – Justin Link, City of Simi Valley

2019

Chair – Sean Corrigan, City of Moorpark
Vice Chair – Ken Matsuoka, City of Camarillo

2018

Chair – Dave Fleisch, County of Ventura
Vice Chair – Sean Corrigan, City of Moorpark

2017

Chair - Cliff Finley, City of Thousand Oaks
Vice Chair – Tom Mericle, City of Ventura

2016

Chair – Tom Mericle, City of Ventura
Vice Chair - Cliff Finley, City of Thousand Oaks



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January 21, 2021

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: PROGRAMMING OF FISCAL YEAR (FY) 2020/21 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND FY 2019/20 AND 2020/21 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE & PEDESTRIAN FUNDS

RECOMMENDATION:

- Recommend the Commission program \$5,798,606 in FY 2020/21 and unprogrammed prior year CMAQ funds, and \$592,242 in FY 2019/20 and 2020/21 TDA Article 3 Bicycle & Pedestrian funds, as recommended in the Attachment A and B tables.

BACKGROUND:

VCTC's most recent CMAQ call for projects was in 2017. At that time, the Commission for the first time combined TDA Article 3 Bicycle and Pedestrian Funds with CMAQ in a single call for projects, with the goal of better focusing the TDA funds on a limited number of more transformative projects that would also benefit from having state funds rather than federal.

In 2018, VCTC approved additional CMAQ for projects that could obligate the balance quickly to avoid a rescission scheduled for September, 2019. By taking this step, VCTC programmed a significant portion of the remaining CMAQ money authorized through FY 2019/20, the final year of the FAST Act. However, VCTC never allocated the FY 2019/20 TDA Article 3 Bicycle and Pedestrian funds, with the exception of the 25% of the apportionment which by VCTC policy goes to bicycle path maintenance, plus \$250,000 that was provided for the Ojai Avenue / Maricopa Highway Pedestrian and Bicycle Improvements project as a "swap" for previously-committed CMAQ funds. For FY 2020/21, VCTC has only allocated the 25% local maintenance share for TDA Article 3.

Due to the Federal government's decision to extend federal authorization by one year only, staff did not recommend that VCTC undertake a new call for projects. Rather, at the last TTAC meeting, the Committee directed staff to query to local jurisdictions regarding the following: (1) Cost increases for previous competitively-selected bicycle/pedestrian, without supplanting previously-committed local match; (2) Required match for competitive state or federal grants for bicycle/pedestrian projects; and (3) Eligible new projects that could potentially be considered for

the available funds, without providing detailed information for project ranking. VCTC provided a notice to the public works agencies and transit operators, provided in Attachment C. As shown in the Attachment A table, VCTC received cost increase requests for eight projects for which a total of \$4,901,863 was requested, along with a request for \$100,000 to provide match for a competitive grant. As shown in Attachment B, VCTC also received requests for 15 new or shelf list projects. Some of the requests did not specify the amount of the request, but the total of the project costs was \$19,614,633, which would require \$17,364,834 of CMAQ if the normal 88.53% share were applied.

DISCUSSION:

Cost Increases / Grant Matches (Attachment A Requests)

In response to discussion at the last meeting that cost increases must be justified, VCTC requested that each applicant provide that justification. Attachment D provides the germane text from each of the cost increase requests, for the Committee's review. Staff recommends that each of these cost increases be approved, with the proviso that the 11.47% minimum match for CMAQ be required except in the case of projects for which the original construction obligation used Toll Credits to set the federal share at 100% federal funds. The recommend request amount in Attachment A has therefore been adjusted so that Toll Credits are not used in projects for which Toll Credits were not originally approved.

The Committee will note that Ojai has submitted the largest cost increase request for a single project. Ojai provided an extensive justification for the cost increase, which is included in Attachment D. Staff believes that the requested increase can be supported, given the large scope of the project and the complexity associated with work required on these state highway segments which effectively form the "main street" of the town. As the Committee will recall, this past year it approved a "swap" whereby Ojai received \$250,000 of TDA Article 3 in place of \$250,000 of CMAQ to address the federal ineligibility of the right-of-way consultant contract. Ojai's request states that the right-of-way acquisition support requires an additional \$138,000 which must also be non-federal. However, to fully utilize the availability TDA Article 3, staff recommends that Ojai's funding increase consist of \$492,242 from TDA Article 3 with the remainder coming from CMAQ.

A total of \$4,193,583 in CMAQ, and the full \$592,242 in available TDA Article 3, is recommended to be programmed for the cost increases and grant matches.

New / Shelf List Projects (Attachment B Requests)

The recommended funding for cost increases and grant matches leaves a balance of \$3,347,994 of CMAQ funds. Given that there is a total of \$19,614,633 in costs for the requested projects, it does not appear feasible to undertake a meaningful process to rank these projects. Given the small amount of funds available, however, it would be reasonable for some funds to be programmed to the projects submitted by the three agencies that did not submit any cost increase requests. As shown on Attachment B, staff is recommending that the County Public Works Agency and County General Services Agency each receive the one project for which funding was requested, and that the Port of Hueneme also receive funding for one project. The Public Works Agency offered the typical 11.47% match to avoid use of Toll Credits, but the other two agencies did not offer a match. To provide equity and a local financial stake in the projects, staff recommends that all three agencies be required to provide 11.47% local match.

Regarding the Port projects, the Port of Hueneme submitted a list of four different projects. It appears that the most cost-effective projects in terms of air quality benefit are the Crane Retrofit and Yard Traction Idle Reduction System projects. However, there are insufficient funds for the Crane Retrofit, so staff recommends funding the Yard Traction Idle Reduction System.

The staff recommendation to fund a total of \$6,390,848 for CMAQ and TDA Article 3 projects will leave a balance of \$1,742,971 of CMAQ which can be carried over to future years. These carryover funds will hopefully allow for a more robust call for projects should additional CMAQ money be authorized for future years.



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CMAQ

ATTACHMENT

ATTACHMENT A								
AGENCY	PROJECT NAME	CATEGORY	PRIOR COST	FUNDS REQUESTED	TOTAL PROJECT COST	CMAQ RECOMMENDED	TDA ARTICLE 3 RECOMMENDED	COMMENTS
Simi Valley	Arroyo Simi Trail Phase 3	Match	N/A	\$ 100,000	\$ 1,260,000		\$ 100,000	Match to Prop 68, non-federal project
Thousand Oaks	Rancho Road Sidewalk & Bike Lanes	Cost increase	\$ 1,552,989	\$ 348,846	\$ 1,901,835	\$ 348,846		CON was programmed with Toll Credits, no match.
Thousand Oaks	Conejo School Road / Willow Road Sidewalk & Bike Lanes	Cost increase	\$ 3,418,150	\$ 666,197	\$ 4,147,051	\$ 666,197		
Ventura	Route 126 Bike Path Gap Closure	Cost increase	\$ 796,770	\$ 109,230	\$ 906,000	\$ 109,230		CON was programmed with Toll Credit, no match.
Ventura	Sheridan Way Bike Path	Cost increase	\$ 221,321	\$ 149,676	\$ 370,997	\$ 132,508		
Ojai	Ojai Avenue / Maricopa Highway Bike / Ped Improvements	Cost increase	\$ 2,833,000	\$ 1,665,924	\$ 4,498,924	\$ 1,173,682	\$ 492,242	\$919,916 of requested CMAQ is for construction, which is now in 21/22
Camarillo	Pleasant Valley Road Bike Lanes	Cost increase	\$ 3,669,942	\$ 1,000,000	\$ 3,967,942	\$ 1,000,000		
Oxnard	NE Community Bicycle/Pedestrian Improvements	Cost increase	\$ 662,800	\$ 317,800	\$ 1,010,600	\$ 281,348		Application was 2 days late.
Oxnard	Oxnard Boulevard Bike Lanes	Cost increase	\$ 1,446,180	\$ 544,190	\$ 1,990,370	\$ 481,771		Application was 2 days late.
Total Requested				\$ 4,901,863		\$ 4,193,583	\$ 592,242	
Total available				\$ 8,133,819		\$ 7,541,577	\$ 592,242	

CMAQ

ATTACHMENT

ATTACHMENT B

AGENCY	PROJECT NAME	CATEGORY	PRIOR COST	FUNDS REQUESTED	TOTAL PROJECT COST	CMAQ RECOMMENDED	TDA ARTICLE 3 RECOMMENDED	COMMENTS
Ventura County PWA	Ventura Avenue Bike Lanes & Other Improvements Mulberry/Los Cabos	New	NA	\$ 847,000	\$ 957,000	\$ 847,000		
Thousand Oaks	Moorpark Road/Thousand Oaks High School Pedestrian Improvements	New	NA		\$ 798,000			
Thousand Oaks	Janns Road Pedestrian and Bike Lanes Improvements	New	NA		\$ 863,000			
Thousand Oaks	Municipal Service Center/Hill Canyon Treatment Plant Access Road	New	NA		\$ 2,050,000			
Port of Hueneme	Crane Retrofit	New	NA		\$ 3,000,000			
Port of Hueneme	Yard Traction Idle-Reduction System	New	NA		\$ 500,000	\$ 442,650		
Port of Hueneme	Replacement EV Crew Vans	New	NA		\$ 2,400,000			
Port of Hueneme	EV Vehicles and Charging Infrastructure	New	NA		\$ 460,000			
Ventura	Bike Path Maintenance	New	NA	\$ 150,000	\$ 150,000			
Camarillo	Springville Drive Bike Path Phase 2	New	NA	\$ 2,500,000	\$ 2,824,000			
Camarillo	Springville Drive Bike Path Phase 3	New	NA	\$ 3,500,000	\$ 3,954,000			
Camarillo	ITS Master Plan & Traffic Signal Software Upgrade	New	NA	\$ 250,000	\$ 282,400			Plans are not eligible for CMAQ.
Camarillo	Camarillo Multi-Modal Transportation Plan	New	NA	\$ 320,000	\$ 370,000			Plans are not eligible for CMAQ.
Ventura County GSA	Sheriff Vehicle Idle Management Pilot	New	NA	\$ 356,233	\$ 356,233	\$ 315,373		
Oxnard	Fourth Street Mobility Improvement Design	New	NA	\$ 650,000	\$ 650,000			Application was 2 days late. Requesting non-federal.
					\$ 19,614,633	\$ 1,805,023		
Total available				\$ 8,133,819		\$ 7,541,577	\$ 592,242	



Ventura County Transportation Commission

December 1, 2020

**MEMO TO: CITY PUBLIC WORKS DIRECTORS
COUNTY TRANSPORTATION DIRECTOR
GOLD COAST TRANSIT GENERAL MANAGER**

FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR

**SUBJECT: REQUEST FOR STATUS UPDATE FOR CMAQ / TDA ARTICLE 3 PROJECTS FOR
PROJECTS TO BE CONSIDERED FOR POSSIBLE AVAILABLE FUNDS**

VCTC requests your assistance to provide information on potential uses for funds currently available through the federal Congestion Mitigation and Air Quality (CMAQ) program and the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian program.

VCTC's most recent CMAQ call for projects was in 2017. At that time, the Commission, for the first time, combined TDA Article 3 Bicycle and Pedestrian Funds with CMAQ in a single call for projects, with the goal of better focusing the TDA funds on a limited number of more transformative projects. In September, as part of federal legislation to extend government operations beyond the fiscal year end, the FAST Act funding authorization was extended by one fiscal year, through FY 2020/21. As a result, VCTC now has one year of authorized CMAQ funds which have not been programmed, in addition to FY 2019/20 TDA Article 3 Bicycle and Pedestrian funds that have not been allocated, and the FY2020/21 estimate. In total, the unprogrammed balance for the two programs is approximately \$15.7 million.

VCTC does not expect to have a call for projects at this time, given the current situation with slightly more than one years' worth of available funds. Instead, VCTC is focused on assisting previously committed projects which are short funds due to unanticipated costs increases. It is possible that should there be insufficient previously-approved projects to use the entire unprogrammed balance, that a small number of additional new projects will be considered.

VCTC requests information regarding projects to use \$15.7 million in unprogrammed CMAQ and TDA Article 3 balances **by December 15th**, for projects meeting the following criteria:

- (1) Cost increases for previous competitively selected bicycle/pedestrian or transit projects, without supplanting previously committed local match;
- (2) Transit vehicle replacements or related infrastructure scheduled for 20/21 or 21/22 in an approved asset management plan;
- (3) Required match for competitive state or federal grants for bicycle/pedestrian or transit projects; or
- (4) New projects eligible for CMAQ funding and reviewed by VCTC, should remaining funding be available.

Your submittal should include a letter, signed by you, detailing the funds being requested, including the amount of CMAQ or Article 3 funds, the amount of local match to be committed, and the planned date of fund obligation. For cost increases to prior projects, you need to provide a detailed justification of the cost increase to be reviewed by TTAC. For transit vehicle replacements, please provide transit asset management plan documentation. Requests for match should describe the approved discretionary grant to be matched. For proposed new projects, your letter should include the project name and a brief description.

Should you have any questions, please contact Peter De Haan at (805) 642-1591, extension 106 or pdehaan@goventura.org.



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**COST INCREASE JUSTIFICATIONS FOR PREVIOUSLY-APPROVED PROJECTS
(EXCERPTS FROM PROJECT SPONSOR REQUESTS)**

Rancho Road Sidewalk and Bike Lanes – Thousand Oaks

Rancho Road Sidewalk and Bike Lanes project – Total construction participating costs of \$1,552,989 are currently programmed in the FTIP for the project. The project has a toll credit to offset the required local matching fund for the construction phase. The actual total participating construction cost based on a construction low bid received on December 2, 2020, including the actual participating construction engineering costs is \$1,901,835, see Attachment #1. The increased costs are contributed to a combination of factors including increased construction materials unit prices, Caltrans request for installing Type IV Bike Lane (protected) requiring the installation a retaining wall, traffic signal heads, and additional aerially deposited lead (ADL) removal and disposal. Also, Caltrans requested additional slope paving on the east side of Rancho Road. *\$348,846 additional CMAQ Funding is requested.*

Conejo School Road / Willow Road Sidewalk & Bike Lanes – Thousand Oaks

Conejo School Road/Willow Ln Sidewalk and Bike Lanes Project - Total participating construction costs of \$3,418,150 are currently programmed in the FTIP for the project. The actual total participating construction cost based on a construction low bid received on December 14, 2020 and actual participating construction engineering costs is \$4,147,051, see Attachment #2. The increased cost is contributed to a combination of factors including increased construction materials unit prices, complying with unanticipated stormwater best management practices, reconstructing and relocating a number of existing private retaining walls, extending the limits of private driveway reconstruction, reprofiling the roadway to conform with the new driveway approaches, installing street lights at two intersections, installing storm drain improvements at various intersections, installing metal beam guardrail, and reconstructing existing non-compliant ADA sidewalk and driveways that were not part of the original scope of work. *\$483,972 additional CMAQ Funding and \$182,225 additional TDA Article 3 are requested.*

Route 126 Bike Path Gap Closure – Ventura

This project required the acquisition of ROW from the adjacent Imperial Mobile Home Park which took longer than anticipated. Due to the time it took to purchase the ROW and a long design period the original engineer's construction cost estimate was not enough to cover the construction phase of the project. An escalation in construction costs is the main attributing factor for this cost increase.

Sheridan Way Bike Path - Ventura

This project is not on the inactive list but is an older project that had its construction cost estimate for grant funding completed several years ago. Escalation in construction costs have had an impact on the current construction cost estimate versus what was estimated when the grant was originally requested. In addition, the scope of work has increased with additional work items added such as landscaping (10% of the construction cost), earthwork, and a "mow curb" that is being placed along the edge of the path. This request is for \$149,676 to cover the shortfall due to these additional items of work that are needed to complete this project.

Ojai Avenue / Maricopa Highway Bike / Ped Improvements – Ojai

REASONS FOR COST INCREASE:

Engineering:

The PS&E phase was originally \$320,000. This amount has achieved a 95% design, with funding remaining to complete the 100% design. The City Council and community requested a demonstration of the Maricopa Highway lane reduction portion of the project. This demonstration was funded by SCAG for \$430,000 and is underway. But the demonstration will continue until the High School fronting the proposed lane reduction is back in normal/full session, which appears to be the fall of 2021. It also appears likely a redesign of this portion of the project will be likely. Additionally, a Truck Management Plan was required by Caltrans, and assessment of traffic and safety conditions at the High School. Public outreach of \$18,000 is required to for the final design of the Maricopa Highway (TDA funding). As such there are the following costs increases anticipated:

- Redesign of Maricopa Highway: \$60,000
- Costs for extended design effort: \$30,000
- Truck Management Plan: \$15,000
- High School Traffic Assessment: \$8,000
- Public Outreach (TDA): \$18,000
- Subtotal: \$113,000

Right of Way (ROW):

The right of way for the project, all in Caltrans ROW, was assumed to be back of sidewalk based on conversations with Caltrans. Caltrans was in the process of determining the ROW when the grant application was underway, but there was no definitive information provided. Additionally, preliminary discussions with many landowners fronting the project were very supportive, and they proposed donating any needed ROW. Since then we have found the Federal funded ROW projects such as this require that we provide appraisals and offers to each owner, and donations cannot be pushed by the City. The developed ROW research shows significant ROW acquisition and Temporary Construction easements are required.

As such there are the following costs increases anticipated:

- | | |
|--------------------------------------|-----------|
| • ROW Engineering (TDA): | \$120,000 |
| • ROW Acquisition: | \$311,145 |
| • Temporary Construction easements: | \$95,000 |
| • Unanticipated Utility Relocations: | \$156,000 |
| Subtotal: | \$682,145 |

Inflation:

The ATP Grant application was originally in 2015 for Construction funding of \$2,253,000. With the anticipated construction date of the fall of 2022, the cost of construction has inflated 20% (based on DGS California Construction Cost Index CCCI, actual from 2015-2020, assumed previous 5-year average of 2.9% per year for 2021-2022).

- Construction Inflation costs: \$460,000

Higher than Anticipated Prices:

There were miscellaneous improvements such as relocating signs, mailboxes, drainage inlets and pipes that were not accounted for, as well as unclassified excavation at the various location in the Caltrans right of way was a substantial cost.

Unclassified Excavation:	\$277,454
Miscellaneous Improvements:	\$182,362
Subtotal:	\$459,816

Pleasant Valley Road Bike Lanes – Camarillo

- Pleasant Valley Road Bike Lanes, FTIP Project ID VEN160103 – This project is currently in design and is anticipated to start construction in Spring 2022. During preliminary design it was determined that there was not enough right-of-way to accommodate the new Class 2 Bike Lane and the adjacent Pleasant Valley Road drainage ditch. In order to avoid an extensive right-of-way acquisition process, the ditch will be improved to steepen the slope. The City is requesting additional funding in the construction phase due to the design changes necessary for these important safety improvements that were not considered in the original cost estimates.

NE Bicycle/Pedestrian Improvements – Oxnard

The preliminary engineering/design phase is funded and underway. The 95% construction estimate of \$1,010,600 has a shortfall of \$349,400. In addition to the significant change in costs for the current bidding environment, the cost increase is a result of increases in quantities. Specifically, the striping and sharrows are higher than what was estimated during the grant submittal and green-bicycle markings have been added that were also not identified in the grant application. Lastly, installing bicycle loop detection on aging infrastructure requires additional traffic signal work to function.

Oxnard Boulevard Bike Lanes – Oxnard

The preliminary engineering/design phase is funded and underway. The 95% construction cost estimate of \$1,990,370 has a shortfall of \$544,187. Cost increases are primarily due to concrete shortages and costs associated with traffic signal poles and equipment. New traffic signal pole equipment costs have increased due to limited manufacturers vs. demand. The concrete work includes modification to the retaining wall adjacent to the railroad undercrossing on Oxnard Boulevard. This modification will allow adequate space for the Class II bike lane and achieve ADA requirements.



January 21, 2021

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: TTAC TRANSITION FROM THURSDAY TO WEDNESDAY

RECOMMENDATION:

- Review and discuss.

BACKGROUND:

As discussed at previous meetings, although VCTC staff is currently encouraged to work from home as much as possible due to COVID-19, after the current situation is ended the intent is to establish regular staff telecommute days with Thursdays being one of the telecommute days. Therefore, staff intends to move the TTAC meeting date from the third Thursday to the third Wednesday of the month. Once it is safe and permitted, meetings will be held in the large conference room of VCTC's office in Camarillo.

The Committee requested staff to do a survey of TTAC member availability. The survey was sent out by email, and staff has heard back from 9 agencies, with no response from 8. Among the voting members, staff heard back from 8, with no response from 4.

Assuming that the non-responses indicate availability at all times, the only time period that appears to work all members, including the non-voting members, is 1:00 – 2:30. Therefore, pending discussion at this meeting, staff plans to change the meeting time to 1:00 p.m., the third Wednesday of the month, starting in April.



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DATE: JANUARY 21, 2021
MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: CAITLIN BROOKS, PROGRAM MANAGER- TRANSPORTATION PLANNING
SUBJECT: VENTURA COUNTY FREIGHT CORRIDORS STUDY- EXISTING CONDITIONS

RECOMMENDATION:

- Receive and file an update on the Ventura County Freight Corridors Study. Review and provide feedback on the Draft Existing Conditions Report.

DISCUSSION:

VCTC, the Port of Hueneme, and Caltrans have partnered with the Southern California Association of Governments to develop the Ventura County Freight Corridors Study, which will identify and prioritize the most significant freight corridors for safer, more efficient, and sustainable freight connections.

We are working with community and industry groups and the general public to refine the project objective, focus analysis efforts, and develop solutions with the greatest benefit to both the County's economic competitiveness and environmental health.

Ventura County is reliant on a transportation system to move goods produced, consumed, or passing through the County. Leading generators of freight movement in Ventura County include production through the manufacturing and agricultural sector, imports and exports passing through the Port of Hueneme, local household and business consumption, and interregional commerce between Los Angeles and Santa Barbara County.

Issues identified by the attached Existing Conditions Report will be combined with a literature review of current plans and policies and outreach to stakeholders to develop and assess solutions prioritized through objective performance measures for a strategic roadmap to support sustainable freight corridor investment.

Existing Conditions Data Background:

The daily freight volume estimate for all roadways in Ventura County was developed by utilizing traffic counts and backfilling missing gaps with the Ventura County Traffic Model (VCTM) data. In areas with differences between the traffic counts and VCTM volumes, the traffic counts were used and were interpolated to the next adjacent count location.

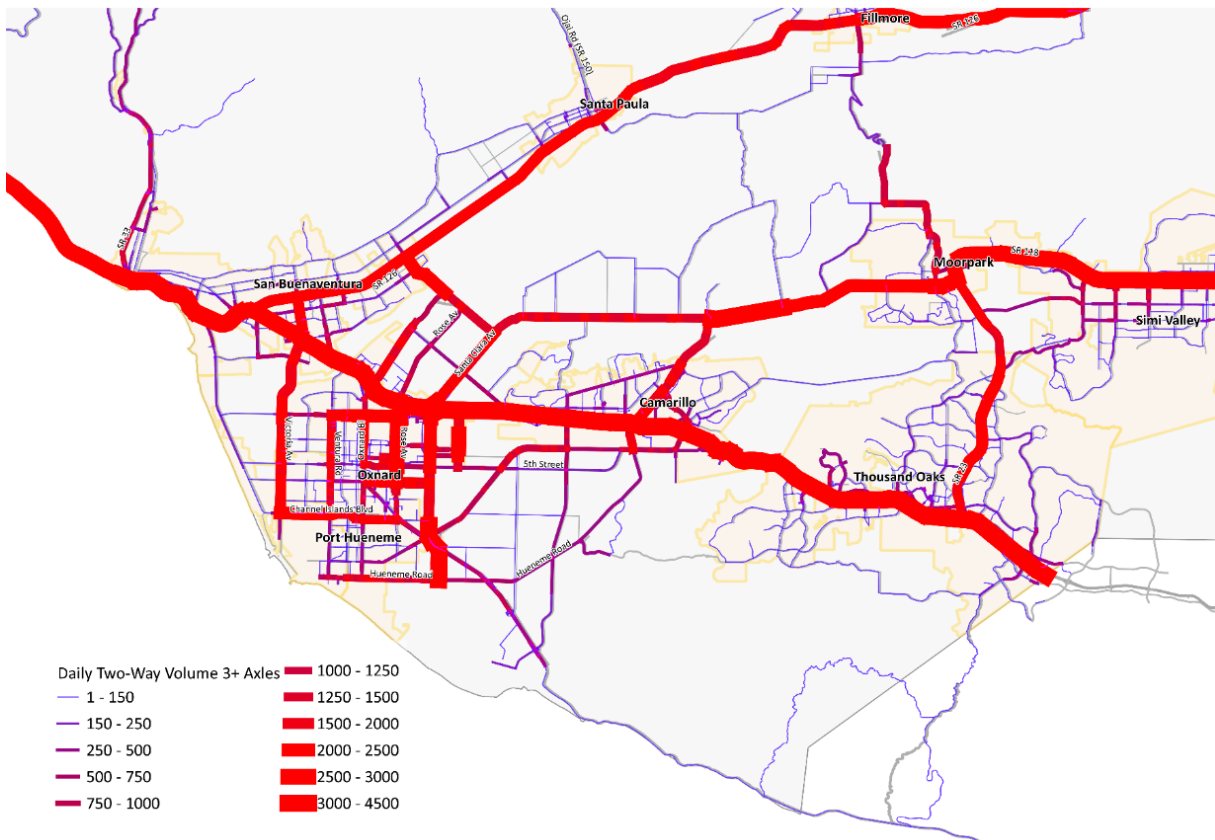
As shown in the figure below, the predominate truck flows in the county are east/west along State Route 126, State Route 118 and US 101, with large volumes of local access to major truck generating land uses in Oxnard, and to a lesser degree in Camarillo, Ventura, and agricultural areas adjacent to Camarillo, Oxnard, and Ventura.

Very few sections of the developed areas of the County do not have major through or adjacent freight flows. The dispersed nature of the truck flows has to do with the dispersal of industrial areas, distance of the Seaport area from a freeway facility, mountain and valley topography concentrating travel within the valleys and widespread agricultural areas.



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Draft Existing Conditions Report- Figure 19: Daily Truck Volume (Vehicles with 3 or more Axles)



We appreciate the TTAC's review and feedback on the draft Existing Conditions Report. The Ventura County Freight Corridors project team will return to present the comprehensive Draft Study at a future TTAC meeting.

Virtual workshops will be held in February, March, and April 2021. For anyone who cannot attend the virtual public workshops, recorded videos, the draft existing conditions report, and project fact sheets will be available on the project website: www.goventura.org/vcfreight

Attachment: Ventura County Freight Corridors Study Draft Existing Conditions