



CMAQ/Article 3 Project Application

Project Applicant Information

Lead Agency or Organization: City of Camarillo		
Mailing Address: 601 Carmen Drive		
City: Camarillo	State: CA	Zip: 93010
Contact Person Name: Ken Matsuoka		Phone: (805) 388-5340
Title: Principal Civil Engineer	E-mail: kmatsuoka@cityofcamarillo.org	

Project Information

1. <u>Project Name:</u> Springville Bike Trail Phase 1 (Central Avenue to Springville Drive)
2. <u>Project Type:</u> (Check all that apply) <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Other _____
3. <u>Project Description:</u> <i>(e.g. number of replacement or expansion vehicles including type, size, and purpose, for capital improvements include location, length, limits of work, size, etc.. If bike lane, include length and class.)</i> This is phase 1 of Springville Bike Path from Central Avenue to Springville Drive. This is a Class I Bikeway for about half the length and Class I for the other half of the length and the length is approximately one mile long.
4. <u>Project Location:</u> <input type="checkbox"/> Vicinity Map Attached <input checked="" type="checkbox"/> Project Site Map or Site Plan Attached <input type="checkbox"/> Photos Attached <input type="checkbox"/> N/A
5. <input type="checkbox"/> Check Box if project is a stand-alone project <input checked="" type="checkbox"/> Check Box if project is part of a larger project. If project is part of a larger project, please describe: This is Phase 1 of the 2 phase bike trail along the freeway frontage near Springville Drive. The project also ties into the Central Avenue bike lanes. When the Springville bike trail and the Central Avenue bike lanes are constructed the project will provided a bicycle connection from the Camarillo Metralink Station to Central Avenue and Vineyard area in Oxnard. It will also connect the bike lane system into CSUCI along Lewis Road.



6. Financial Information:

	CMAQ	Article 3	Required 11.47% Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$ 177,060	\$	\$ 22,940	\$50,000	\$ 250,000
R/W	\$ 44,265	\$	\$ 5,735	\$	\$ 50,000
CON	\$1,150,890	\$	\$149,110	\$	\$1,300,000
Total	\$1,372,215	\$	\$177,785	\$50,000	\$1,600,000

Additional Financial Information

- ☐ Check Box if Requesting Toll Credits for CMAQ Local Match Requirements
(for Construction Only)

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering	06/2019	09/2019	09/2020
Environmental	n/a	09/2019	09/2020
Right-of-Way			
Construction	01/2021	03/2021	09/2021

Project Screening Information

8. Project Readiness: Briefly describe (no more than 100 words) the project work plan and timeline:

Project concept layout has been completed. Consultant is currently being selected for locally funded preliminary design. Final design will be funded with federal funds as well as construction.

Check boxes for all items that have already been completed:

Preliminary Design

- ☒ Project Feasibility Study Completed
- ☐ Right-of-way needs and utility conflicts identified
- ☐ Vehicle specifications identified
- ☐ Planning Level Cost Estimates

30% Design

- ☐ Dimensioned drawings showing existing and proposed improvements, topography, utilities and row etc..
- ☐ Revised Cost Estimates and Schedule

Environmental Clearance

- ☐ CE or Checklist Complete
- ☐ Draft Environmental Document Completed
- ☐ Final Environmental Document Completed



Final Construction Plans, Specifications, and Estimates or Vehicle Specifications

- ☐ Construction Plans, Specifications Completed
- ☐ Final Vehicle Specifications and Bid Packet Completed
- ☐ Ready to Advertise

- ☐ No Right of way needed or Right-of-Way Acquired
- ☐ No need to relocate utilities or Utilities Relocated

_____ Number of Community Meetings Held (not including meetings to adopt community-wide master plans)

9. Safety and Security: Will the project improve safety and security at existing facilities or improve safety by building new facilities? Please list the specific improvements proposed and how they will improve safety.

The bikeway will provide a safe bike lane facility where none exists now. Current conditions require cyclists to travel on narrow roadways sharing the road with cars. Roadway edges are not currently designed for bikes. The new facility will provide for a safe travel way for bikes.

10. Air Quality Improvement: Briefly describe how the project will improve air quality.

- For bicycle and/or pedestrian projects please provide estimated new average daily trips.
- For bicycle and/or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
- For transit, bicycle and/or pedestrian projects provide estimated annual VMT reduced.
- Average projected ridership.
- Will the project improve the level of service of a transit system?
- For transit vehicle purchases, please provide vehicle type, fuel type.

This project would provide for a safer bicycle facility along the freeway frontage. The current situation is not bike friendly along narrow roads with very limited shoulders. The new facility will provide for a safer rout for bikes encouraging bike ridership.

11. Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations: Describe the project's direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers.

This project would tie Camarillo and Oxnard together with a bike lane along the freeway frontage, when both Springville Bike Lane phases and the Central Avenue Bike Lane is complete. There would be a bike lane from the Metrolink Station in Camarillo to Vineyard/Central Avenue in Oxnard. This would also allow bike access to Rio Mesa High School along Central Avenue. The Metrolink Station also ties to CSUCI along the bike lanes on Lewis Road. Therefore, this would provide for bike lanes from CSUCI to Oxnard, connecting multiple activity venters along the way. (ie. Old Town Camarillo, Mobile Home Park, Reo Mesa High, Oxnard's Industrial Neighborhood by Vineyard Avenue, Transit Hub at Metrolink Station, Transit Connection along Central Avenue, and Springville area shopping centers and residential areas)



12. Network Connectivity and Local or Regional Significance: Does the project serve more than one mode of transportation? ☒ Yes ☐ No

If yes, please explain how:

This bike trail when complete (Phase 1, Phase 2 and Central Avenue Bike Lanes) will connect to a bike trail system that allows access to trains, bus, and vehicle parking area at the Metrolink Station and also ties into the City's westerly transit transfer stop)

13. Local or Regional Significance: Is the project consistent with the local, regional or statewide plans, the District Air Quality Management Plan, or the Short Range Transit Plan? ☒ Yes ☐ No

14. Local or Regional Significance: Is the Project identified in an adopted Local or Regional Transportation Plan (Short Range Transit Plan, Bicycle, Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan, SRTS Plan, Corridor Plan) or Capital Improvement Plan? ☒ Yes ☐ No

If yes, please provide the name(s) of the document(s):

City of Camarillo 2017 Five-Year Capital Improvement Program 06/28/2017. Camarillo General Plan Bikeway Network

15. Bicycle Wayfinding Study: Is the Project Identified as a missing gap in the Bicycle Wayfinding Study? ☐ Yes ☒ No

If yes, please provide the route number from the Study <https://www.goventura.org/vctc-bicycle-wayfinding-plan>: This project provide for an alternate route to a missing gap in the bicycle wayfinding study.

16. Local or Regional Significance: Briefly describe the public participation process (e.g. public meetings, public notices, project website, mailings, newspaper articles, etc...). How did the agency consider comments and responses from meetings when designing the project?

This project was highlighted at a public hearing at the City Council during the CIP adoption process. This project was also presented to the City Planning Commission.

17. Transit Project Necessity: For Transit Projects, describe the Project's necessity in relation to the Continued Operation of the Existing Transit System with Reliable Equipment.



CEO CERTIFICATION

I hereby certify that the applications included in this submittal package represent this agency's complete proposal for projects recommended for funding at this time. Should the projects be approved for funding by the Ventura County Transportation Commission, this agency will commit the local match as specified in the applications, and will make a priority of meeting the stated project delivery deadlines.

This agency is willing and able to maintain and operate the projects contained in the applications, and hereby assures that it will do so, with the proviso that the agency is permitted to transfer this responsibility to another qualified agency that is willing to do so.

Signature

David J. Norman

Printed Name

8/21/2017

Date

City Manager

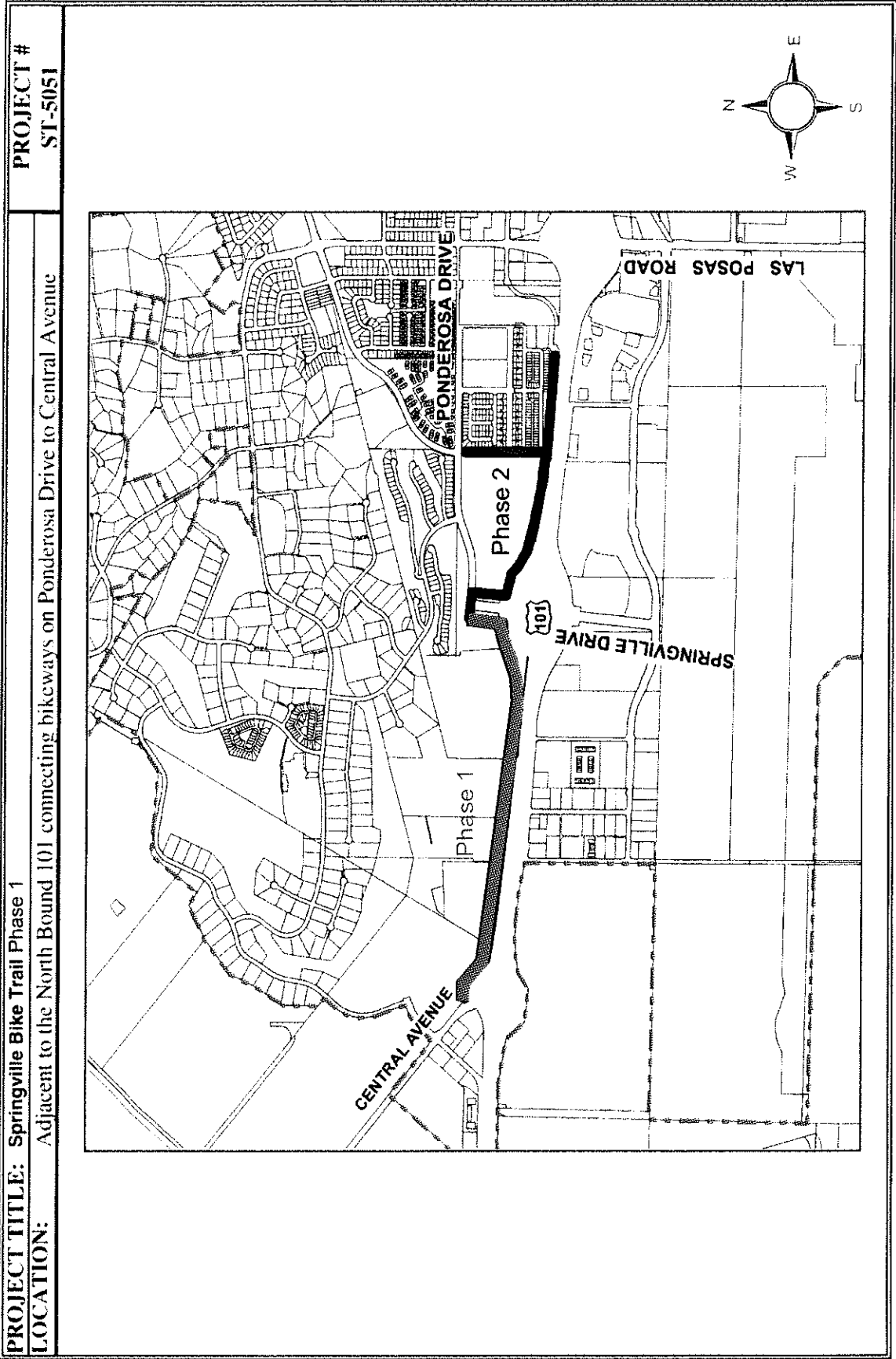
Title*

City of Camarillo

Agency

*Must be signed by City Manager, County Executive Officer, County Transportation Agency Director, or other organizational CEO.

2017 CAPITAL IMPROVEMENT PROGRAM
PROJECT DETAIL



LOCATION MAP - Not to Scale