Written materials relating to an item on this agenda that are distributed to the legislative bodies within 72 hours before the item is to be considered at its regularly scheduled meeting will be made available for public inspection at the City Clerk's Office, 300 West Third Street 4th Floor during customary business hours. Agenda reports are also on the City of Oxnard web site at www.oxnard.org.

CITY OF OXNARD CALIFORNIA

AGENDA
OXNARD CITY COUNCIL
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Council Chambers, 305 West Third Street
July 28, 2020
Regular Meeting - 11:00 AM to 12:15 PM

This meeting is held pursuant to the State Emergency Services Act, the Governor's Emergency Declaration, and Governor's Executive Order N-29-20 to allow members of the City Council or staff to participate via teleconference.

Pursuant to the Ventura County Public Health Official's order and Governor's Executive Order N-33-20, all city buildings are temporarily closed to the public. The public is encouraged to view the meeting from home on the City's website at Oxnard.org/city-meetings, Spectrum channel 10, Frontier channel 35, or YouTube at Youtube.com/oxnardnews. Video recordings are typically available online immediately following the meeting.

The public may provide comments to the City Council via email at cityclerk@oxnard.org no later than 8:00 a.m. on the day of the meeting. Please identify the committee name, meeting date, and agenda item in the email Subject line.

A telephone option for public comments is also available at this time due to the State of California "Stay At Home" order. Requests to speak must be submitted no later than 8:00 a.m. on the day of the meeting. Use the form on the city's website to submit your request: Oxnard.org/city-meetings, or call the City Clerk's Office at (805) 385-7803, or email your request to cityclerk@oxnard.org.

A. ROLL CALL, POSTING OF AGENDA, FLAG SALUTE

B. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

At this time, the legislative body will consider public comments for a maximum of fifteen minutes. A person may address the legislative body only on matters not appearing on the agenda and within the subject matter jurisdiction of the legislative body. Speaker requests shall be submitted as set forth on the first page of this agenda. Based on the number of speaker requests submitted, the presiding officer may impose time limits per speaker. Typically, speakers are limited to two minutes, but shorter time may be established as deemed necessary. The legislative body cannot enter into a detailed discussion or take action on any items presented during public comments at this time. Such items may only be referred to the City Manager for administrative action or scheduled on a subsequent agenda for discussion.

C. CONSENT AGENDA

1. City Clerk Department

   SUBJECT: Approval of Minutes.

   RECOMMENDATION: That the Public Works and Transportation Committee approve the minutes of the July 14, 2020 regular meeting as presented.

   Contact: Michelle Ascencion, (805) 385-7805

In compliance with the Americans with Disabilities Act, if you require special assistance to participate in a meeting, please contact the City Clerk's Office at 385-7803. Notice at least 72 hours prior to the meeting will enable the City to reasonably arrange for your accessibility to the meeting.

Agenda Item time estimates: (Staff Presentation / Committee Discussion / Public Comment)

D. REPORTS

1. Public Works Department

SUBJECT: Automatic Public Toilets as Standard for Future Restroom Projects. (10/10/5)

RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize City staff to adopt prefabricated self-cleaning Automatic Public Toilets (APT) as the standard restroom for future park restroom projects.

Contact: Rosemarie Gaglione, (805) 385-8055

2. Public Works Department

SUBJECT: Grant Resolution for Active Transportation Program, Highway Safety Improvement Program, and Allocation of Funding for Local Road Safety Plan and Sustainable Communities Grant Projects. (10/5/5)

RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize:
1. The adoption of a resolution authorizing the City Manager to submit grant applications and execute grant agreements, if awarded, for Active Transportation Program, an Active Transportation Program Quick Build project in partnership with the Southern California Association of Governments (SCAG), and Highway Safety Improvement Program, authorizing the Finance Director to submit financial reports and claims for the use of the grant funds, and authorizing the Public Works Director or designee to submit non-financial reports;
2.The budget appropriation recognizing grant revenue in the amount of $72,000 of Transportation State Grant Funds (Fund 210), and $7,200 of Traffic Safety matching funds (Fund 182) to the Local Road Safety Plan Project (213102); and
3.The budget appropriation recognizing grant revenue in the amount of $410,000 of Transportation State Grant Funds (Fund 210), and $53,121 of Roadway Maintenance and Rehabilitation Account matching funds (Fund 185) to the Mobility Plan for Sustainable Communities Project (213103).

Contact: Rosemarie Gaglione, (805) 385-8055

3. Public Works Department

SUBJECT: Update on Testing Efforts in the Oxnard Waterways Portion of Channel Islands Harbor. (5/10/5)

RECOMMENDATION: That the Public Works and Transportation Committee receive and file a report on water quality monitoring efforts in the Channel Islands Harbor and provide staff with comments.

Contact: Rosemarie Gaglione, (805) 385-8055

4. Public Works Department

SUBJECT: Resolution to Affirm City Commitment to Seawall Funding. (10/10/5)

RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute a resolution affirming the City of Oxnard's (City) commitment to share the repair/replacement costs associated with the Mandalay Bay seawalls in the amount of 50% of the total repair/replacement costs if, and only if, Mandalay

Bay residents form a Community Facilities District (CFD) to satisfy their obligations to the remaining 50%. The costs are estimated to be approximately $200 million. This would include replacement of the seawalls during the first 25 years, with maintenance beyond 25 years.

Contact: Rosemarie Gaglione, (805) 385-8055

5. Public Works Department

SUBJECT: Reclassification of Project Appropriation Allocations and Expenditures from State Gas Tax Fund to Roadway Maintenance and Rehabilitation Account Fund. (5/5/5)

RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council authorize and approve the City Manager to:
1. Approve a Fiscal Year 2019-20 budget appropriation to: A) Reclassify budget appropriation allocations of $390,000 for Rice Avenue Street Resurfacing project 183113, and $132,383 for Annual Pavement System Update project 19IN01 from State Gas Tax Fund (181) to Roadway Maintenance and Rehabilitation Account (RMRA) Fund (185); B) Decrease $204,000 from State Gas Tax Fund (181) for Cooper Street Resurfacing project 183109; and C) Recognize revenue of $750,000 in State Gas Tax Fund (181) and appropriate to RMRA Fund (185) for Public Works Road and Signal Maintenance Project 203009; and
2. Approve a Fiscal Year 2020-21 budget appropriation recognizing revenue of $1,000,000 in State Gas Tax Fund (181) and appropriating to RMRA Fund (185) for Public Works Road and Signal Maintenance Project 203009.

Contact: Rosemarie Gaglione, (805) 385-8055

E. ITEMS FOR FUTURE AGENDAS

F. ADJOURNMENT

M I N U T E S
OXNARD CITY COUNCIL
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Regular Meeting
July 14, 2020

A. ROLL CALL, POSTING OF AGENDA, FLAG SALUTE

At 11:01 a.m., Chair Perello called to order the regular meeting of the Oxnard City Council Public Works and Transportation Committee in the City Hall Council Chambers at 305 W. Third Street, Oxnard, California. The City Clerk called the roll and announced the posting of the agenda. Members Tim Flynn, Bryan A. MacDonald, and Chair Bert E. Perello were present via videoconference.

Staff members present were Alexander Nguyen, City Manager; Jason Zaragoza, Deputy City Attorney; Jeri Cooper, Public Works Project Manager; Brian Yanez, Assistant Public Works Director; Todd Vasquez-Housely, Environmental Resources Division Manager; Damian Skinner, Assistant Public Works Director; Thien Ng, Assistant Public Works Director; and Michelle Ascencion, City Clerk.

B. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA (None received.)

C. CONSENT AGENDA

City Clerk Department

1. SUBJECT: Approval of Minutes.
   RECOMMENDATION: That the Public Works and Transportation Committee approve the minutes of the June 23, 2020 regular meeting as presented.

It was moved by Member MacDonald, seconded by Member Flynn, to approve the minutes as presented. VOTE: Flynn, MacDonald, and Perello voted in favor; the motion carried 3-0.

D. REPORTS

Public Works Department

1. SUBJECT: Second Amendment to Agreement A-7974 with the County of Ventura for a Work Release Program.
   RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute a Second Amendment to Agreement A-7974 with the County of Ventura in the amount of $235,000 for a new not to exceed contract amount of $925,000, and to extend the contract term from July 18, 2020, to July 18, 2021.

The Public Works Project Manager gave a report. Discussion ensued among the Committee and staff.

It was moved by Member MacDonald, seconded by Member Flynn, to approve the recommended action as presented. VOTE: Flynn, MacDonald, and Perello voted in favor; the motion carried 3-0.

DRAFT

2. SUBJECT: Purchase Order to Fastenal Company for Personal Protective Equipment for the Environmental Resources (ER) Division.
   RECOMMENDATION: That the Public Works and Transportation Committee recommend that the City Council authorize the City Manager to execute a Purchase Order (PO) with Fastenal Company (Fastenal) for an amount not to exceed $200,000 for a three (3) year term for personal protective equipment.

The Environmental Resources Division Manager gave a report. Discussion ensued among the Committee and staff.

It was moved by Member Flynn, seconded by Member MacDonald, to approve the recommended action as presented. VOTE: Flynn, MacDonald, and Perello voted in favor; the motion carried 3-0.

3. SUBJECT: An Update on the Mandatory Organics Recycling Program (MORe) Including Options for Various Uses at the Material Recycling Facility.
   RECOMMENDATION: That the Public Works and Transportation Committee receive an update on the Mandatory Organics Recycling Program (MORe) including options for various uses at the Material Recycling Facility, and provide feedback and direction.

Assistant Public Works Director Skinner gave a report. Discussion ensued among the Committee and staff. The Committee provided direction on seeking other recycling and transportation options, future planning, and public outreach. No formal action was required.

E. ITEMS FOR FUTURE AGENDAS

Member Flynn stated that the Committee will review its list of previous requests for future agenda items in order to prioritize and/or eliminate items. Member MacDonald repeated his prior request for an item on railroad quiet zones. Chair Perello repeated his prior request for an item regarding reconnection of a rail line extending to Interstate 5.

F. ADJOURNMENT

There being no further business on the agenda, and without objection, Chair Perello adjourned the meeting at 12:06 p.m.

MICHELLE ASCENCION, CMC
City Clerk

BERT E. PERELLO
Chair

DRAFT

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.1

DATE: July 28, 2020

TO: Public Works and Transportation Committee

FROM: Rosemarie Gaglione, Public Works Director, (805) 385-8055, rosemarie.gaglione@oxnard.org

SUBJECT: Automatic Public Toilets as Standard for Future Restroom Projects. (10/10/5)

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize City staff to adopt prefabricated self-cleaning Automatic Public Toilets (APT) as the standard restroom for future park restroom projects.

BACKGROUND

The Public Works Parks Division (Parks) installs and maintains public restrooms in City parks. There are 27 City park restrooms that are funded by the General Fund and 9 restrooms funded by Special Districts. Restroom facility construction ranges from prefabricated buildings to cinder block construction. Maintenance can be labor intensive, time consuming and expensive because of limited staff and the high public demand on these facilities. Parks has two (2) full-time employees dedicated to open, clean and stock the restrooms and Special District contracts restroom maintenance. Restrooms are repaired as needed and cleaned daily; however, their heavy use and misuse by the public makes cleaning difficult. For example, a restroom can be cleaned and become filthy immediately after a single use. Moreover, it is not always possible to keep to an established cleaning schedule since staff is regularly pulled away to address other park concerns. Vandalism and theft are also persistent problems in park restrooms.

DISCUSSION

To better address the recurring maintenance and vandalism issues in park restrooms, the Public Works Department recommends the adoption of a restroom standard that can mitigate these issues for all future public restrooms. The selection must balance Park's staff and the Parks and Recreation and Community Services Commission’s desires to have restrooms that are visually appealing, cost-effective to install and easy to clean. The design must also address vagrancy, vandalism and anti-social loitering.

Staff analyzed two (2) types of restroom construction; build-in-place and prefabricated. Staff does not recommend the build-in-place restroom due to the high costs of construction and only focused on prefabricated options because of their lower cost and easy installation. Further research revealed that in addition to being lower cost, prefabricated restrooms are durable and can be put in place fairly quickly since they do not require detailed design plans and costly architectural drawings. The following options were evaluated:

APT Exeloo (prefabricated)	**$214,739**
Public Restroom Company (prefabricated)	**$247,884**
Build-in Place (standard block)	**$448,000**

City staff is recommending that Automatic Public Toilets (APT) be the new standard. Unlike traditional prefabricated restrooms, APTs have a minimal footprint, provide ADA accessibility, and are relatively easy to install and relocate while providing a functional design with intelligent features. They provide an automated wash down system that washes the unit with disinfectant and water spray after every 30 uses and then dries the surfaces with high-pressure fans before becoming available for the next user which meets the County of Ventura cleaning and sanitizing protocol for Covid-19. APT systems also have an electric door operation that can be set to lock the units at night and open them again at a preset time in the morning, saving staff time and resources. The automated system also captures a large amount of statistical data that can be used by staff to optimize their operation.

The APT Exeloo Jupiter 22DD offers the following features and benefits:

- **Custom design –** A wide range of aesthetic options available.
- **Toilets -** Toilets are stainless steel. Toilets come equipped with a toilet seat.
- **Automated sliding doors with time limits –** Limit occupancy to 10-minutes to eliminate homeless residency and improve sidewalk traffic safety.
- **Self-cleaning –** The 5 stage self-washing cycle is activated after 30 uses. The cycle sanitizes, washes, and dries the high traffic and odor areas including the floor and toilet seat. This feature meets the County of Ventura cleaning and sanitizing protocol for Covid-19.
- **Operational efficiency –** Set lock and unlock times reduce the number of cleans throughout the day with self-washing function, and limits consumables with intelligent and automated fixtures.
- **3 in 1 washbasin –** The recessed lavatory provides soap, water, and drying in one compact unit. This design reduces vandalism and discourages use for any purpose other than washing hands.
- **Fully accessible single occupancy cubicle –** Safe and convenient facility for people of all ages and abilities.
- **Minimal footprint –** The Exeloo Jupiter takes up no more space than approximately a 1 car parking space and is delivered fully assembled ready to plug and play minimizing disruption during commissioning.
- **User comfort –** Ceramic tiled interior reduces odor, improves cleaning efficacy, and provides an inviting and pleasant environment.
- **Safety and security –** Different colored lights are positioned on the front of the unit to display the status of the restroom. The lights are designed to increase the ability to monitor from a distance and will indicate the following: Vacant, Occupied, Washing, and Closed.
- **Usability –** With data taken from units around the world the Exeloo Jupiter twin stall has the capability of serving 200-350 people per day. If usage is found to be greater after the unit is installed a third stall can be easily added.

The Public Restroom Company prefabricated restroom has many of the same features as the Exeloo but lacked the following:

- **Automated sliding doors**
- **Self-cleaning**
- **Operational efficiency**

- **3 in 1 washbasin**

Upon comparison of the two (2) prefabricated options, Staff determined that the APT Exeloo product as the best solution for the City. The Exeloo meets the City's performance needs by addressing the following:

1. Maintenance costs and staff time can be reduced by 2/3 that of traditional build in place restrooms.

2. A 10 minute occupancy limit can be programmed to eliminate unwanted activities and vagrancy. Restroom users are warned at 8 minutes, an alarm goes off at 9 minutes and at 10 minutes the automatic doors open. Signs are posted inside and outside the restroom describing the 10 minute occupancy limit.

3. The wash basins are designed with a shallow pan which prevents laundry activities.

4. All components are constructed inside the restroom walls, preventing breakage or theft of soap dispensers, toilet paper and hand dryers. Smooth tile walls allow easy graffiti removal.

5. The design of a 3 inch connection from the toilet to the sewer prevents blockage.

6. The Exeloo can be outfitted with many different types of interior and exterior design elements

7. The automatic wash element keeps the restroom clean and fresh for all users.

Due to the Covid-19 pandemic, the Parks and Recreation and Community Services Commission (Commission) has not met since February 2020. Therefore, an ATP staff report was not presented to the Commission. However, it was shared with the Parks and Community Services Commission Restroom Ad Hoc Committee and they were in agreement with the ATP Exeloo choice. If approved, APT restrooms will be the standard for all future park restroom capital improvement projects.

STRATEGIC PRIORITIES

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to build relationships and create opportunities within the community for safe and vibrant neighborhoods, which will showcase the promising future of Oxnard. This item supports the following goals and objectives:

Goal 1. Improve community safety and quality of life through a combination of prevention, intervention, and suppression efforts that address crime and underlying issues.

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives:

Goal 4. Ensure proper construction and maintenance of infrastructure to provide maximum benefit with lowest life cycle cost following CIP plans.

Objective 4b. Catch up on deferred maintenance for City facilities.

FINANCIAL IMPACT

The average cost to purchase the Automatic Public Toilets (APT) Exeloo model currently ranges from $197,239 to $214,739, depending on design. The installation cost is separate and to be done by lowest bid on a project by project basis. Funding will be identified at the time of purchase and installation.

Prepared by: Brian Yanez, Assistant Public Works Director

ATTACHMENTS

1. Exeloo Jupiter Floorplans
2. APT Presentation

JUPITER

JUPITER SINGLE

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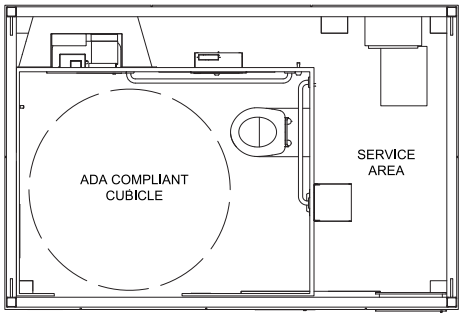
DEPTH: 7′ 7″



JUPITER TWIN

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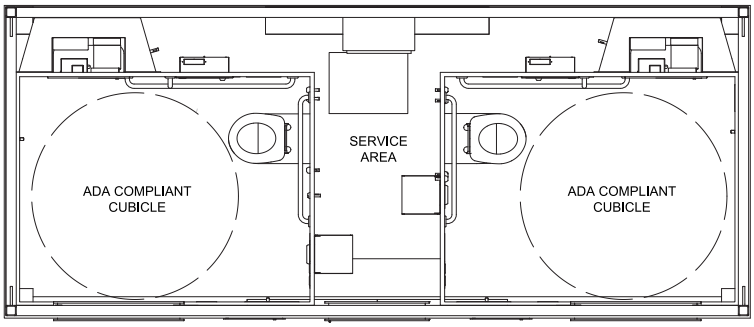

JUPITER TRIPLE

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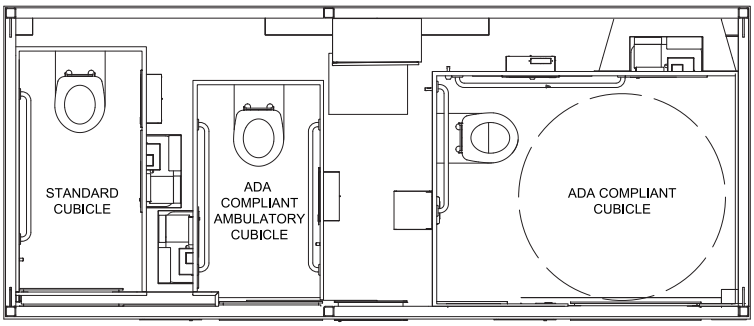

Approve Automatic Public Toilets as Standard for Future Restroom Projects

Public Works and Transportation Committee
July 28, 2020

Brian Yanez
Assistant Public Works Director

1

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize City staff to adopt prefabricated self-cleaning Automatic Public Toilets (APT) as the standard restroom for future park restroom projects.

2

BACKGROUND

- City has a total of 36 park restrooms maintained by Public Works
  - 27 restrooms funded by General Fund
  - 9 restrooms funded by assessment districts
- City restrooms have been constructed out of cinder block

3

BACKGROUND

Restroom Maintenance

- Parks has two (2) full-time employees dedicated to restrooms
- Special District contracts with City Corps for restroom maintenance
- Restrooms are cleaned once daily and repaired as needed

4

DISCUSSION

- Staff researched two (2) types of restrooms; prefabricated and build in place
- Prefabricated restrooms benefits:
  - Low cost and easy installation
  - Do not require detailed design plans or costly architectural drawings
- Due to the high costs of construction, build in place restroom is not recommended

5

DISCUSSION

RESTROOM TYPE	ESTIMATED COST
APT Exeloo (prefabricated)	$214,739
Public Restroom Company (prefabricated)	$247,884
Build-in Place (standard block)	$448,000

6

DISCUSSION

EXELOO JUPITER 22DD (APT)	PUBLIC RESTROOM COMPANY
Custom design	Custom design
Stainless steel toilets	Stainless steel toilets
Automated sliding doors with time limits	NO
Self-cleaning	NO
Operational efficiency	NO
3 in 1 washbasin	NO
Fully accessible single occupancy cubicle	Fully accessible single occupancy cubicle
Minimal footprint	Minimal footprint
User comfort	User comfort
Safety and security	Safety and security
Usability	Usability

7

DISCUSSION

- Staff recommends a prefabricated restroom with automatic public toilets to be new standard
- Minimal footprint, ADA accessibility, easy to install/relocate, functional design with intelligent features
- Automated wash-down system with disinfectant, water spray after 30 uses, surface drying with high-pressure fans before next user enters

8

DISCUSSION

- Electric door set to lock units at night/open in morning at set times
- Programmable 10 minute occupancy limit to eliminate unwanted activities and vagrancy
  - Time limit warnings set at 8 and 9 minutes
  - Automatic doors open at 10 minutes
- Meets County of Ventura COVID-19 cleaning and sanitizing protocols

9

DISCUSSION

APT Exeloo benefits:

- Maintenance costs can be reduced
- Programmable 10 minute occupancy limit
- 3 in 1 wash basins with components build into the restroom walls
- Three-inch connection from toilet to sewer
- Custom design
- Automatic wash

10

DISCUSSION

Prefabricated APT, the new standard restroom for all future park restrooms projects

11

FINANCIAL IMPACT

- Average cost to purchase the Automatic Public Toilets (APT) Exeloo model ranges from $197,239 to $214,739, depending on design
- Installation cost is separate and will be done by lowest bid on a project-by-project basis
- Funding will be identified at the time of purchase and installation

12

QUESTIONS ?
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13

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.2

DATE: July 28, 2020

TO: Public Works and Transportation Committee

FROM: Rosemarie Gaglione, Public Works Director, (805) 385-8055, rosemarie.gaglione@oxnard.org

SUBJECT: Grant Resolution for Active Transportation Program, Highway Safety Improvement Program, and Allocation of Funding for Local Road Safety Plan and Sustainable Communities Grant Projects. (10/5/5)

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize:
1. The adoption of a resolution authorizing the City Manager to submit grant applications and execute grant agreements, if awarded, for Active Transportation Program, an Active Transportation Program Quick Build project in partnership with the Southern California Association of Governments (SCAG), and Highway Safety Improvement Program, authorizing the Finance Director to submit financial reports and claims for the use of the grant funds, and authorizing the Public Works Director or designee to submit non-financial reports;
2.The budget appropriation recognizing grant revenue in the amount of $72,000 of Transportation State Grant Funds (Fund 210), and $7,200 of Traffic Safety matching funds (Fund 182) to the Local Road Safety Plan Project (213102); and
3.The budget appropriation recognizing grant revenue in the amount of $410,000 of Transportation State Grant Funds (Fund 210), and $53,121 of Roadway Maintenance and Rehabilitation Account matching funds (Fund 185) to the Mobility Plan for Sustainable Communities Project (213103).

BACKGROUND

The California Transportation Commission (CTC) provides grant funding to local agencies through the Active Transportation Program (ATP). ATP projects encourage using healthy active modes of transportation by increasing biking and walking, increase safety and mobility for non-motorized users, advance greenhouse gas reduction, enhance public health, and ensure that disadvantaged communities share in the benefits of the program. Staff is recommending the City submit three (3) applications discussed below. There is no local match required for ATP projects.

The California Department of Transportation (Caltrans) provides grant funding to local agencies through the Highway Safety Improvement Program (HSIP). HSIP projects provide infrastructure improvements utilizing nationally recognized crash reduction methods. Projects are awarded based on the highest benefit cost ratio (BCR), which is the ratio between the cost of collisions and mitigation improvements. The BCR is derived through collision frequency, potential, cause, and engineering data. This year Caltrans is encouraging local agencies to submit multiple applications, incrementally adding intersections, to increase the potential of funding more projects through the BCR metric. In addition, Caltrans is setting aside funding for pedestrian crossing projects and Quick-Build projects, both of which will not require a BCR analysis. Staff is recommending the City submit a total of five (5) applications in these categories as discussed below. There is a maximum 10% local match required for HSIP projects.

The City was successful in being awarded two (2) state grant funded projects, which require recognition of grant funding and allocation. The Local Roadway Safety Plan (LRSP) funds a planning document that will identify and prioritize safety projects Citywide and identify future projects for HSIP grant funding. The Sustainable Transportation Planning grant is a planning tool that will strategically integrate complete streets with bicycle and pedestrian access, first and last mile transit connections, identify safe routes to schools, and incorporate vision zero goals of eliminating fatal and severe injury accidents, resulting in a comprehensive mobility plan. Upon completion, both plans will identify a prioritized list of projects that will position the City to better compete for future transportation grant funding.

DISCUSSION

The ATP and HSIP grant applications are the primary funding methods for all cities and counties in the state to obtain transportation improvement funding. These grant programs have always been highly competitive, and with the onset of COVID-19 and resulting revenue reduction, the 2020 cycle of grant applications are anticipated to be more competitive than ever before.

The grant applications are submitted through complex Caltrans databases that require detailed narrative responses regarding the project purpose and need, description of public participation, innovative elements, potential to reduce collisions, methods to increase pedestrian and cyclist use, and the anticipated schedule.

City staff is working with consultants to develop the following eight (8) grant applications.

Active Transportation Program (ATP) Grant Applications

1. Safe Routes to School Safety and Enhancements

   The proposed project will request up to $2,000,000 of grant funds (no local match required) to design and construct pedestrian and bicycle improvements adjacent to six schools: Ramona Preschool*, Curren Elementary, Fremont Middle, Harrington Elementary, Kamala Elementary, and Lemonwood Elementary. School selection was based upon collision data and the effort was coordinated between the City of Oxnard Traffic Engineering, Police Department and Oxnard School District Staff. Improvements include curb extensions, high visibility crosswalks, accessible curb ramps, safety markings and signage. This project will also include a non-infrastructure component focusing on education and encouragement activities, which will identify safe active modes of transportation routes to and from schools, transit, community centers, and educational materials to share with students and the community. Safe Routes to School implementation is identified in the City Bicycle & Pedestrian Master Plan.

2. 4th Street Mobility Improvements

   The proposed project will request up to $6,900,000 of grant funds (no local match required) to design and construct pedestrian and cycling connections from the Oxnard Transit Center to downtown along 4th street to C Street. Improvements include high visibility crosswalks, sidewalks, street furniture, Class II bike lanes, bicycle parking, bus pad improvements, lighting, parking stalls, storm drain improvements, signage and striping. This project was identified in the City Capital Improvement Program 2020-2025.

   CIP Reference: 4th Street Mobility Improvements - CIP 2021-2025 - Adopted June 16, 2020 - Page 95.

Active Transportation Program (ATP) Grant Application - Quick Build

1. Saviers Road Bicycle Corridor Improvements

   In partnership with the Southern California Council of Governments (SCAG), the proposed project will request up to $135,000 of grant funds (no local match required) to design and construct cycling enhancements along Saviers Road from Channel Islands Boulevard to Pleasant Valley Road. SCAG requested to partner with the City and submit this

grant application in the Quick-Build set aside. Quick-Build projects are intended to deliver improvements that do not anticipate lengthy design or right of way constraints. The Saviers Road corridor project proposes to restripe Saviers Road from Channel Islands Boulevard to Pleasant Valley Road for Class II (on-street) bike lanes to maintain consistency throughout the corridor. Currently the Class II bike lanes start and drop along Saviers Road. The proposed project will also include installation of speed feedback signs to assist with speed reduction. Class II bike lanes and speed feedback signs are identified in the City Bicycle & Pedestrian Master Plan. If the grant application is successful, SCAG will be the lead agency to design and construct the project. The City will partner with SCAG through City Traffic Engineers reviewing plans and ensuring the project is constructed to City standards. Staff time will be billed to SCAG for reimbursement from the grant.

Highway Safety Improvement Program (HSIP) Five (5) Grant Applications

1. Citywide Intersection Improvements - Up to five (5) locations
2. Citywide Intersection Improvements - Up to seven (7) locations
3. Citywide Intersection Improvements - Up to 10 locations

These three (3) HSIP grant applications for intersection improvements require technical data that includes engineering drawings for existing and proposed conditions, collision data, collision diagrams, identification of countermeasures and a BCR analysis. The BCR is the key criteria used in Caltrans' selection process for awarding HSIP grant funds.

More than half of traffic collisions occur at intersections, particularly at signalized intersections with high traffic volumes and increased potential for conflicts among vehicles, pedestrians, and bicyclists. Grant applications should include locations with the highest number of collisions and severity.

As mentioned in the background, Caltrans recommends submitting multiple applications adding incremental intersections based on collision number and injury severity. As the grant writers draft the HSIP applications and obtain the BCR ratio for each project, intersection locations may be eliminated or added to provide the best scenario for the project to be awarded grant funding. This is an iterative process and the final number of locations per application may differ than is listed below depending on the BCR ratios.

Staff recommends submitting three (3) HSIP applications using this method. Based on these metrics, traffic engineers have selected up to 10 signalized intersections. The five (5) locations with the highest collision rates and severity will be included in all three applications per the table below:

	HSIP Application 1		HSIP Application 2		HSIP Application 3
1	Rose Ave & Bard Rd	1	Rose Ave & Bard Rd	1	Rose Ave & Bard Rd
2	Ventura Rd & Doris Ave	2	Ventura Rd & Doris Ave	2	Ventura Rd & Doris Ave
3	Rice Ave & Camino del Sol	3	Rice Ave & Camino del Sol	3	Rice Ave & Camino del Sol
4	Gonzales Rd & Solar Dr	4	Gonzales Rd & Solar Dr	4	Gonzales Rd & Solar Dr
5	Gonzales Rd & Lombard St/Outlet Center	5	Gonzales Rd & Lombard St/Outlet Center	5	Gonzales Rd & Lombard St/Outlet Center
		6	**Harbor Blvd & Fifth St**	6	Harbor Blvd & Fifth St
		7	**C St & Pleasant Valley Rd**	7	C St & Pleasant Valley Rd
				8	**Saviers Rd & Laurel St**
				9	**Rose Ave & Camino del Sol**
				10	**Vineyard Ave & Esplanade Dr**

The three (3) proposed projects will request $1,993,500, $2,500,500, and $3,103,500 respectively of grant

funds (10% local match required if grant application is successful) to design and construct intersection improvements that provide protected turning movements. Improvements include signal modifications, high visibility crosswalks, ADA improvements, signage and striping.

4. Citywide Median Signal Improvements - Up to eight (8) locations

The proposed project will request up to $1,720,000 of grant funds (10% local match required if grant application is successful) to design and construct median improvements to remove fixed traffic signals located within the medians and install mast arm poles for overhead left turn signal indications. The intersections recommended are based on collision data and a systemic approach to improvements. This is an iterative process and the final number of locations may differ than is listed below depending on the BCR ratio. The following intersections are being considered as part of this application:

a. Channel Islands Boulevard & Harbor Boulevard
b. Channel Islands Boulevard & Peninsula Road
c. Channel Islands Boulevard & Victoria Avenue
d. Harbor Boulevard & Costa de Oro
e. Rose Avenue & First Street/St. Lucia
f. Ventura Road & Gonzales Road
g. Ventura Road & Hill Street
h. Ventura Road & Ivywood Drive

5. Ramona Preschool* Pedestrian Crossing Enhancements

The proposed project will request up to $250,000 of grant funds (10% local match required if grant application is successful) to design and construct pedestrian and bicycle improvements adjacent to Ramona Preschool. School selection was based upon accident data and coordinated between City Traffic Engineering, Oxnard Police Department, and Oxnard School District Staff. As mentioned in the background above, this project is part of the Caltrans set aside funding and will not require a BCR analysis. Improvements include curb extensions, high visibility crosswalk enhancements, ADA improvements and signage. Safe Routes to School implementation is identified in the City Bicycle & Pedestrian Master Plan.

*Ramona Preschool improvements are being requested in both the ATP and HSIP grant applications to provide additional opportunities for the project to be funded.

Local Roadway Safety Plan Project (No. 213102)

In 2020 Caltrans provided funding for local agencies to create a Local Roadway Safety Plan (LRSP). A LRSP is a planning tool to identify and prioritize traffic safety projects. In order to create a LRSP, the City will release a request for proposals and contract with a traffic engineering consulting firm who will identify and analyze intersections and roadways throughout the City where there have been collisions or that could improve upon safety to prevent future collisions. Caltrans has been focusing on a statewide systemic approach to traffic safety and applying it to local communities. Through a LRSP local roadways can be analyzed to identify improvements that may help reduce or eliminate vehicle, pedestrian and cycling collisions. Through the plan, specific projects will be recommended resulting in a prioritized list of projects. A LRSP document will be required to compete for HSIP grant funding beginning in 2022. The final plan will return to the City Council for adoption.

Sustainable Transportation Planning Grant - Mobility Plan for Sustainable Communities Project (No. 213103)

In 2020 Caltrans awarded the City a Sustainable Transportation Planning grant, which is a planning tool to provide for integrated and safe transportation in the City. The project, Mobility Plan for Sustainable Communities, will work in tandem with land use opportunities to integrate complete streets with bicycle and pedestrian access, provide first and last mile transit connections, Safe Routes to School routes, and a Vision Zero component, which is a goal of eliminating traffic fatalities and serious injuries.

In order to create this Plan the City will contract with a consulting firm who will incorporate previous planning documents, such as the Bicycle and Pedestrian Master Plan and the Transportation Demand Management Plan, conduct and incorporate public outreach efforts from stakeholder partners, with a focus of including voices from disadvantaged communities within Oxnard, and coordinate safety projects being identified through the LRSP. The final plan will return to the City Council for adoption and ultimately aims to identify capital improvement projects and enhance competitiveness for future transportation grant funding.

STRATEGIC PRIORITIES

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to build relationships and create opportunities within the community for safe and vibrant neighborhoods, which will showcase the promising future of Oxnard. This item supports the following goals and objectives:

Goal 3. Strengthen neighborhood development, and connect City, community and culture.

Objective 3a. Create a renewed focus on establishing a positive outlook and orientation of our City, neighborhoods and overall community.

FINANCIAL IMPACT

The ATP grants, including the ATP Quick-Build partnership with SCAG, do not require a local match. The HSIP grants require a 10% local match, which can be funded by Roadway Maintenance and Rehabilitation Account (Fund 185) annual funding. Upon notification of award, City staff will return to Council to recognize and appropriate grant funds and any required local matching funds to assigned project numbers and applicable task orders.

The Local Roadway Safety Plan will require a budget appropriation of $72,000 of Transportation State Grant Funds (Fund 210) and $7,200 of required matching fund from Traffic Safety (Fund 182) to the Local Road Safety Plan Project (213102). After this appropriation request from Fund 182, the projected FY 2020-21 unassigned fund balance of Traffic Safety funds (Fund 182) is $321,000.

The Sustainable Transportation Planning grant will require a budget appropriation of $410,000 of Transportation State Grant Funds (Fund 210) and $53,121 of Roadway Maintenance and required matching fund from Rehabilitation Account (RMRA, Fund 185) to the Mobility Plan for Sustainable Communities Project (213103). After this appropriation request from Fund 185, the projected FY 2020-21 unassigned fund balance of RMRA (Fund 185) is $3.05 million.

Prepared by: Debbie O'Leary, Transportation Planner

ATTACHMENTS

1. ATP HSIP Grant Applications Resolution
2. Budget Appropriation Planning Grants
3. ATP - HSIP - Other Grants Presentation

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING SUBMITTAL OF GRANT APPLICATIONS

WHEREAS, City Council Resolution No. 12,053 sets out the procedure by which City staff may submit grant applications, following approval by resolution of the City Council; and

WHEREAS, the Public Works Department has requested that City Council approve the submittal of up to three grant applications to the California Transportation Commission for an amount not to exceed $9,035,000 in Active Transportation Program grant funds to be used for Safe Routes to School Safety and Enhancements, 4th Street Mobility Improvements, and Saviers Bicycle Corridor Improvements, which is a partnership project with the Southern California Association of Governments; and

WHEREAS, the Public Works Department has requested that City Council approve the submittal of up to five grant applications to the California Department of Transportation for an amount not to exceed $9,567,500 in Highway Safety Improvement Program grant funds to be used for Citywide Intersection Improvements, Citywide Median Signal Improvements, and Ramona Preschool Pedestrian Crossing Enhancements; and

NOW, THEREFORE, the City Council of the City of Oxnard resolves to approve the submittal of grant applications by the City Manager for active transportation improvements and roadway safety improvement projects. The City Council further resolves that the City Manager or designee is authorized to execute grant agreements; the Finance Director or designee is authorized to submit financial reports and grant claims; and the Public Works Director or designee is authorized to submit non-financial reports.

PASSED AND ADOPTED this ____ day of _____, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Tim Flynn, Mayor

ATTEST:

_____
Michelle Ascencion, City Clerk

APPROVED AS TO FORM:

_____
Stephen M. Fischer, City Attorney

REQUEST FOR BUDGET APPROPRIATION

Department: Public Works **Date:** September 1, 2020

Project/Program Manager: Debbie O'Leary **Phone:** x5283

Reason for Appropriation:

Grant Resolutions for Active Transportation Program, Highway Safety Improvement Program, and Allocation of Funding for Local Road Safety Plan and Sustainable Transportation Planning Grant Projects for FY 2020-21

Accounts and Descriptions		AMOUNT
Fund: 210-Transportation Grant State		
Revenues/Transfers In		
210-3125-532.72-31	STATE GRANT REVENUES	482,000
	Sub-total Revenues	482,000
Expenditures/Transfers Out		
213102 Local Road Safety Plan		
210-3125-826.82-09	SVCS OTHER PROF/CONTRACT	72,000
213103 Mobility Plan for Sustainable Communities		
210-3125-826.82-09	SVCS OTHER PROF/CONTRACT	410,000
	Sub-total Expenditures	482,000
	Net Change to Fund Balance	**0**
Fund: 182-Traffic Safety Fund		
Expenditures/Transfers Out		
213102 Local Road Safety Plan		
182-3125-826.82-09	SVCS OTHER PROF/CONTRACT	7,200
	Sub-total Expenditures	7,200
	Net Change to Fund Balance	**(7,200)**
Fund: 185-Roadway Maintenance Rehabilitation Account		
Expenditures/Transfers Out		
213103 Mobility Plan for Sustainable Communities		
185-3125-826.82-09	SVCS OTHER PROF/CONTRACT	53,121
	Sub-total Expenditures	53,121
	Net Change to Fund Balance	**(53,121)**
	Net Appropriation Change	**542,321**

Approvals

Department Director _____

Chief Financial Officer _____

City Manager _____

BA# (Finance Use Only)_____ BA DOC.# (Finance)_____ Revised : 2/23/2012

REQUIRES CITY COUNCIL AUTHORIZATION

GRANT RESOLUTION AND ALLOCATION OF FUNDING

Public Works and Transportation Committee
July 28, 2020

Tatiana Arnaout
City Engineer

CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize:

1. The adoption of resolution authorizing the City Manager to submit grant applications and execute grant agreements, if awarded, for Active Transportation Program, an Active Transportation Program Quick Build project in partnership with the Southern California Association of Governments (SCAG), and Highway Safety Improvement Program, and authorize the Finance Director to submit financial reports and claims for the use of the grant funds;

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize:

2. The budget appropriation recognizing grant revenue in the amount of $72,000 of Transportation State Grant Funds (Fund 210), and $7,200 of Traffic Safety matching funds (Fund 182) to the Local Road Safety Plan Project (213102); and

3. The budget appropriation recognizing grant revenue in the amount of $72,000 of Transportation State Grant Funds (Fund 210), and $7,200 of Traffic Safety matching funds (Fund 182) to the Local Road Safety Plan Project (213102).

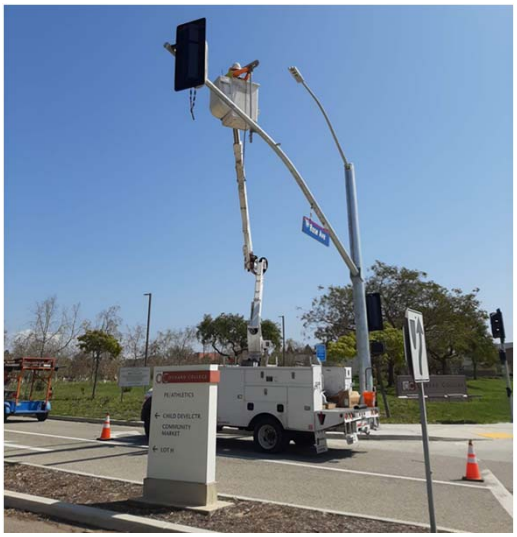
ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT

Active Transportation Program (ATP) projects provide:

- Healthy active modes of transportation
- Encourage biking and walking
- Increase safety
- Advance greenhouse gas reduction
- Focus on disadvantaged communities

ATP - PRIOR GRANTS

- Rose Avenue & Gary Drive new Traffic Signal (in construction)
- Oxnard Boulevard Bike Lanes (in design)
- Etting Road Sidewalk and Bike Lanes (design will begin this year)
- Class I (off-street) Bike Path from Camino Del Sol to Cooper Road (design will begin this year)



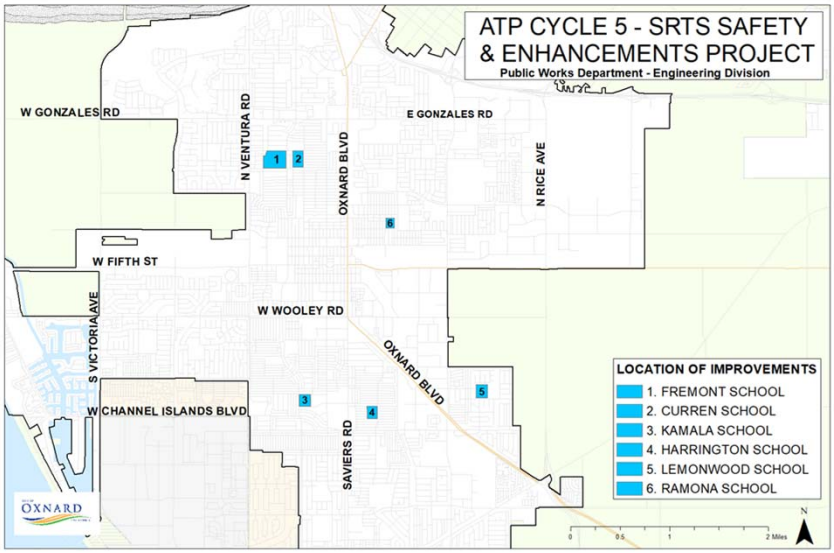
ATP - PROPOSED GRANT APPLICATION 1

Safe Routes to School Safety and Enhancements $2,000,000
Infrastructure components

- Ramona Preschool
- Curren Elementary
- Fremont Middle
- Harrington Elementary
- Kamala Elementary
- Lemonwood Elementary

- Design and construct:
- Curb extensions
- High visibility crosswalks
- ADA improvements
- Signage

ATP - PROPOSED GRANT APPLICATION 1



ATP - PROPOSED GRANT APPLICATION 1

Safe Routes to School Safety and Enhancements $2,000,000
Non-Infrastructure components

- Identify safe routes for students walking and biking
- Conduct education events
- Provide materials for students and the community
- Anticipate including additional schools

ATP - PROPOSED GRANT APPLICATION 2

4th Street Mobility Improvements $6,900,000

Located along 4th Street from Oxnard Boulevard to C Street

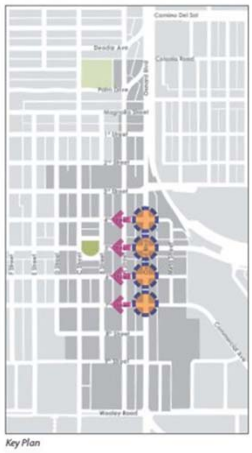
2.1 Transform Oxnard Boulevard (continued)

C. Define Gateways at 4th, 5th, 6th and 7th

With Oxnard Boulevard finally under the City's control, the strategy for using it as an effective conduit to bring increasing numbers of visitors, shoppers, employees and residents to Downtown is as simple as one, two, three:

1. Bring large numbers of motorists through Downtown on the Boulevard every day: Done, they've been driving past for decades.
2. Make the Downtown boulevard look, feel and function like a Downtown boulevard, so that motorists understand that they are in Downtown, not just driving : See page 2.2, above.
3. Create a series of very clear, attractive gateways - at the north and south ends of Downtown and at each of several key cross streets - that bring Downtown buildings and activity right out to the Boulevard to greet visitors.

Existing Gateway / Branding: Existing Downtown gateway signage and a concept to suspend a similar graphic across the street at key downtown gateways. Image by Roy Prince



Key Plan

ATP - PROPOSED GRANT APPLICATION 2

4th Street Mobility Improvements $6,900,000

Design and construct

- Curb extensions
- High visibility crosswalks
- ADA improvements and signage
- Class II on-street bike lanes
- Bicycle parking
- Bus pad improvements
- Parking Stalls
- Lighting
- Street furniture

ATP - PROPOSED GRANT APPLICATION 3

Saviers Bicycle Corridor Improvements $135,000

Saviers Road from Channel Islands Boulevard to Pleasant Valley Road

- Partnership with SCAG
- Quick Build Project

Design and construct:
- Class II bike lanes
- Speed feedback signs

SCAG will be lead agency to contract with a Design Consultant and Contractor

HIGHWAY SAFETY IMPROVEMENT PROJECTS (HSIP) GRANT

Highway Safety Improvement (HSIP) projects:

- Provide for safety improvements to existing infrastructure
- Typically signal modification projects
- Pedestrian Enhancement set-aside category (new this year)
- Projects selected by Caltrans based on Benefit Cost Ratios

HSIP - PRIOR GRANTS

Completed construction on seven (7) prior intersection improvement grants:

- Rose Avenue & Emerson Avenue
- Saviers Road & Hill Street
- Ventura Road & Devonshire Drive
- Ventura Road & Ninth Street
- Pleasant Valley Road & Rose Avenue
- Rice Avenue & Latigo Avenue
- Victoria Avenue between Gonzales Drive & Fifth Street

In Design on two (2) current grants:

- Intersection Improvements at five (5) locations Citywide
- Intersection Improvements at seven (7) locations Citywide

HSIP - PRIOR GRANTS

Intersections currently under design (not all pictured):

HSIP - BENEFIT COST RATIO

Benefit Cost Ratios: Relation between cost of collisions vs. improvements

- Calculated based on crash frequency, crash potential, cause, and engineering data
- Require engineering drawings, collision diagrams, identification of countermeasure improvements
- Caltrans is encouraging multiple applications, incrementally adding intersections
- Increases the potential of funding more projects

HSIP GRANT APPLICATION 1 - 3

Citywide Intersection Improvements $1,993,500, $2,500,500, $3,103,500

- Staff recommends submitting three (3) applications for signal and intersection improvements to design and construct:
- Traffic signal modifications
- ADA improvements
- Signage and striping

- Locations 1-5 (with the highest collision rates and severity) are included in all three applications:

	HSIP Application 1
1	Rose Avenue & Bard Road
2	Ventura Road & Doris Avenue
3	Rice Avenue & Camino del Sol
4	Gonzales Road & Solar Drive
5	Gonzales Road & Lombard Street/Outlet Center

	HSIP Application 2
1	Rose Avenue & Bard Road
2	Ventura Road & Doris Avenue
3	Rice Avenue & Camino del Sol
4	Gonzales Road & Solar Drive
5	Gonzales Road & Lombard Street/Outlet Center
6	**Harbor Boulevard & Fifth Street**
7	**C Street & Pleasanta Valley Road**

	HSIP Application 3
1	Rose Avenue & Bard Road
2	Ventura Road & Doris Avenue
3	Rice Avenue & Camino del Sol
4	Gonzales Road & Solar Drive
5	Gonzales Road & Lombard Street/Outlet Center
6	Harbor Boulevard & Fifth Street
7	C Street & Pleasanta Valley Road
8	**Saviers Road & Laurel Street**
9	**Rose Avenue & Camino Del Sol**
10	**Vineyard Avenue & Esplanade Drive**

HSIP GRANT APPLICATION 4

Citywide Median Signal Improvements - Up to eight (8) locations $1,720,000

Design and construct intersection improvements to remove traffic signals located in the medians:

- Channel Islands Boulevard & Harbor Boulevard
- Channel Islands Boulevard & Peninsula Road
- Channel Islands Boulevard & Victoria Avenue
- Harbor Boulevard & Costa de Oro
- Rose Avenue & First Street/St. Lucia
- Ventura Road & Gonzales Road
- Ventura Road & Hill Street
- Ventura Road & Ivywood Drive

HSIP GRANT APPLICATION 4

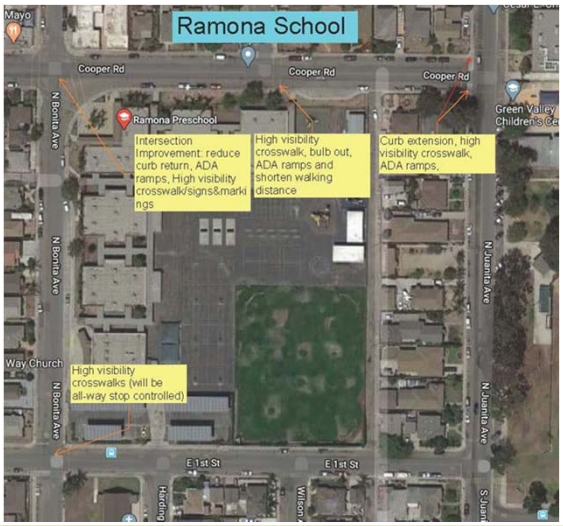
Citywide Median Signal Improvements

HSIP - PEDESTRIAN ENHANCEMENTS

Ramona Preschool Pedestrian Crossing Enhancements $250,000

Design and construct

- Curb extensions
- High visibility crosswalks
- ADA improvements
- Signage



LOCAL ROADWAY SAFETY PLAN

Local Road Safety Planning document:

- Identify intersections and roadways with safety issues
- Analyze accident data
- Identify ideas for solutions
- Provide prioritization list for future projects
- Position the City to qualify for future HSIP grant funding
- Final Plan will return to City Council for adoption

LOCAL ROADWAY SAFETY PLAN

SUSTAINABLE TRANSPORTATION PLANNING GRANT

Mobility Plan for Sustainable Communities Planning Document

- Focus on needs of Oxnard's disadvantaged communities
- Conduct outreach to all community stakeholders
- Coordinate with local partners for outreach being conducted by community groups
- Plan will identify greatest need for all types of transportation choices
- Better position the City to compete for future grant funding
- Final Plan will return to City Council for adoption

SUSTAINABLE TRANSPORTATION PLANNING GRANT

Mobility Plan for Sustainable Communities Planning Document

- Plan will include:
- Complete Streets components
- Bicycle and Pedestrian improvements
- Transit connection needs
- Safe Routes to Schools
- Vision Zero component with goal of eliminating fatalities and serious injuries

- Plan will revisit outdated City plans including:
- 2011 Bicycle & Pedestrian Master Plan
- 2015 Transportation Demand Management Plan

FINANCIAL IMPACT

1. The ATP grants, including the ATP Quick-Build partnership with SCAG, do not require a local match. The HSIP grants require a 10% local match, which can be funded by Roadway Maintenance and Rehabilitation Account (Fund 185) annual funding. Upon notification of award, City staff will return to Council to recognize and appropriate grant funds and any required local matching funds.

FINANCIAL IMPACT

3. The Local Roadway Safety Plan requires a budget appropriation of $72,000 of Transportation State Grant Funds (Fund 210) and $7,200 of Traffic Safety matching funds (Fund 182) to the Local Road Safety Plan Project (213102). After this appropriation request in Traffic Safety Fund 182, the projected FY 2020-21 unassigned fund balance is $321,000.

3. The Sustainable Transportation Planning grant requires a budget appropriation of $410,000 of Transportation State Grant Funds (Fund 210) and $53,121 of Roadway Maintenance and Rehabilitation Account (RMRA) matching funds (Fund 185) to the Mobility Plan for Sustainable Communities Project (213103). After this appropriation request in RMRA Fund 185, the projected FY 2020-21 unassigned fund balance is $3.05 million.

QUESTIONS?

CITY OF OXNARD CALIFORNIA

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.3

DATE: July 28, 2020

TO: Public Works and Transportation Committee

FROM: Rosemarie Gaglione, Public Works Director, (805) 385-8055, rosemarie.gaglione@oxnard.org

SUBJECT: Update on Testing Efforts in the Oxnard Waterways Portion of Channel Islands Harbor. (5/10/5)

RECOMMENDATION

That the Public Works and Transportation Committee receive and file a report on water quality monitoring efforts in the Channel Islands Harbor and provide staff with comments.

BACKGROUND

The change in water quality in Channel Islands Harbor (the Harbor) since the decommissioning of the Mandalay Power Generating Station (Power Plant) has prompted the City of Oxnard (City) and residents from the Harbor communities of Harbor Island, Mandalay, Seabridge, and Westport (collectively CINC) to examine the causes of water quality degradation and to seek funding for mitigation projects. To access available grant funding for these projects, more water quality data is needed to identify key contaminants and their sources within the Harbor and Edison Canal (Canal). This data will be provided to the Los Angeles Regional Water Quality Control Board (LARWQB) to determine if the Canal, Harbor neighborhoods, and Harbor are impaired water bodies that should be included on the State's list of impaired and threatened water bodies (303(d) list). Once listed, the City would be able to competitively compete for water quality grants offered by the State.

Mandalay Power Generating Station

In June 2018, an algal bloom occurred in Harbor. The bloom was followed by widespread low dissolved oxygen in the water, presumably related to bacterial decomposition of the algae and warm weather. The bloom and subsequent low oxygen event may have been related to changes in the circulation in Harbor that occurred after the cooling water pumps of the Power Plant were decommissioned on March 29, 2018, as part of a mandate from the California State Water Resources Control Board.

Cooling water for the Power Plant was obtained from the Harbor via the Canal, a 2.5-mile man-made canal specifically constructed to provide an avenue for cooling water to be drawn into the once-through cooling Power Plant. The activity of the cooling water pumps established a significant and constant draw on the seawater present in the bays and inlets of the Harbor. When the cooling water pumps were shut off, the consistent flow of water through the Harbor and the Canal effectively stopped.

The City contracted with Aquatic Bioassay Consultants Laboratories (ABC) to conduct a study as to why and

how the algal bloom occurred. The study concluded that the residence time of water in the Harbor had increased as much as 92% since the pumps were decommissioned. Residence times of water currently range from 15-17 days in the southern portion of the Harbor and up to 53-70 days at the upper end of the Canal. According to ABC, this can result in excessive algal growth and subsequent depletion of dissolved oxygen in the water when the bloom dies and decomposes. Given the present long residence times of water in the Harbor, the possibility of additional algal blooms and low dissolved oxygen remains.

Nutrient sampling was conducted following two (2) rain events and during two (2) dry weather periods in fall 2018 and winter 2019 at 31 stations located throughout the Harbor and the privately-owned Canal. Nitrogen and phosphorus concentrations were elevated in the Canal following wet weather and were much lower during dry weather. This indicated that there is a net influx of nutrients that contribute to algae growth in the Canal during wet weather, presumably from the surrounding agricultural fields.

In response, the City initiated a monitoring program to analyze the conditions in the Harbor. An automated sensor package was deployed in August 2018 to measure dissolved oxygen and chlorophyll fluorescence, an indicator of algal biomass. Four (4) new sensors were installed in March 2019 throughout the northern part of the Harbor. Continuous monitoring of the data generated by these sensors has been instrumental in identifying emerging water quality events. Two (2) of these sensors were removed in November 2019, in coordination with ABC, from non-critical areas of the Harbor as a cost-saving measure.

Based on data collected, the City installed seven (7) aeration diffusers in areas of the Harbor with the lowest dissolved oxygen levels as reported by the sensors. In other areas nationwide, aerators have been successfully used to improve circulation and increase dissolved oxygen levels; however, in the Harbor the benefit has been mixed. After the initial installation of the aerators in 2018, an improvement in dissolved oxygen was measured. However, between April 24 and May 15, 2020, the aerators were removed for two (2) weeks for routine maintenance and there was no measurable decrease in dissolved oxygen during their absence. The aerators have since been reinstalled.

Quality Assurance Project Plan

Faced with the continuation of long water residence times and nutrient loading that created the algal bloom, CINC residents and the City began to explore mitigation options. Through meetings with ABC, the City, and residents, it became clear that there was no short term, low-cost solution to improve the Harbor water quality. After meeting with the LARWQB, it was recommended that additional testing, which will be funded by the State of California's Surface Water Ambient Monitoring Program (SWAMP) contract, would need to take place in order to expand the analysis of water quality conditions in the Harbor to determine eligibility for the 303(d) list. To begin this testing, the LARWQB required the development of a Quality Assurance Project Plan (QAPP) describing the key stakeholders, sampling methods and locations, sample analysis, parameters for volunteer sample collection, quality assurance, and goals of the project.

The QAPP is intended to build the dataset necessary to determine if the Harbor and the Canal are meeting water quality objectives pertaining to the beneficial uses such as recreation, boating, and fishing that are specified in the Regional Board Basin Plan. The data will provide the information needed to determine Best Management Practices that would mitigate the pollutants that discharge into the Canal. Additionally, capital projects including reductions in runoff from the surrounding agricultural fields, mechanical filtration, aquatic pumping, or treatment of the water in the Canal may also be necessary.

Multiple drafts of the QAPP have been reviewed and revised in close partnership and collaboration with ABC,

CINC, the SWAMP Coordinator, and the LARWQB. Once implemented, the QAPP will test for an array of bacteria, toxins, and metals and provide California Environmental Data Exchange (CEDEN) compliant information for the assessment of placement of the Harbor on the 303(d) list.

As part of the implementation of the QAPP, CINC will be assisting City staff and ABC in the water sampling effort, including volunteer field mobilization, scheduling coordination with contract laboratories, sample shipping, and sample and data collections. Through collaboration with the SWAMP Coordinator and ABC, volunteers will be trained in proper techniques for the collection of water samples, completion of chain of custody forms, and input of raw data in the appropriate databases as needed.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives:

Goal 5. Ensure orderly development and long-range conservation and management of our natural resources and coastal assets.

Objective 5a. Develop and implement a sustainability program.

Objective 5b. Protect ocean and waterways.

FINANCIAL IMPACT

There is no financial impact from receiving this report. Future financial impact will be incurred for any services rendered by ABC for consultative services and training of volunteers. Additional testing above and beyond what the LARWQB will fund, as shown in Attachment 1, and any services from ABC Labs will be an additional cost.

It is anticipated that the new budget for ABC sensor monitoring, phytoplankton testing, and consulting services will be approximately $80,000 for one (1) year. Bacteria testing, which will be processed at the City's Waste Water Lab, will not exceed $1,000. No funds will be expended until it is determined how the City, Special Districts and residents will pay for these services.

Prepared by: Adam Smith, Project Manager

ATTACHMENTS

1. Draft Testing List
2. Districts Map and Legend
3. QAPP & CINC Presentation

DRAFT

Parameter	Fraction	Accuracy		Precision	Completeness	Laboratory	Target Reporting Limits	Units
		Requirements	Recovery					
Continuous Water Quality Measurements								
Dissolved Oxygen	None	± 0.5 mg/L or 10%	N/A	Manufacturer Factory Calibration	90%	ABCL	N/A	mg/L
Temperature	None	± 0.5 ℃	N/A			ABCL	N/A	℃
Specific Conductivity	None	± 10%	N/A			ABCL	N/A	µS/cm
Salinity	None	N/A	N/A			ABCL	N/A	ppt
Chlorophyll a	None	± 10%	N/A			ABCL	N/A	µg/L
Field Water Quality Measurements								
Dissolved Oxygen	None	± 0.5 mg/L or 10%	N/A	1 point calibration	90%	City of Oxnard	N/A	mg/L
Temperature	None	± 0.5 ℃	N/A	2 point calibration (Annually)		City of Oxnard	N/A	℃
Salinity	None	N/A	N/A	N/A		City of Oxnard	N/A	ppt
pH	None	± 0.2	N/A	2 point calibration		City of Oxnard	N/A	pH units
Turbidity	None	± 0.2 or 10%	N/A	2 point calibration		City of Oxnard	N/A	NTU
Turbidity (Secchi)	None	NA	N/A	NA		City of Oxnard	N/A	m
Bacterial Analysis: Freshwater								
Enterococcus	None	Laboratory positive and negative cultures	80 - 120%	Laboratory Duplicate - RPD < 25%	90%	City of Oxnard	10	MPN/100 mL
Algae								
Chlorophyll a	Particulate	NA	NA	NA	90%	AET	0.025	ug/L
Phytoplankton	N/A					AET	N/A	Identification
Toxins[1.]		Reference Material (CRM, SRM or LCS)	80 - 150%	Reference Material Duplicate - RPD < 25%	90%			
Domoic Acid	Particulate					Delta Lab	0.625	ug/L
Nutrients								
Ammonia as N	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	80 - 120%	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	0.0082	mg/L
Nitrate as N	Total					Delta Lab	0.0012	mg/L
Phosphate (SRP)	Total					Delta Lab	0.001	mg/L
Total Phosphorus as P	Total					Delta Lab	0.0032	mg/L
Total Nitrogen	Total					Delta Lab	0.001	mg/L
Genral Chemistry						Delta Lab		
Boron	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	80 - 120%	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	0.01	mg/L
Hardness as CaCO3	Total					Delta Lab	1	mg/L
Sulfate	Total					Delta Lab	1	mg/L
Total Dissolved Solids	Total					Delta Lab	10	mg/L
Total Suspended Solids	Total					Delta Lab	2	mg/L
Metals								
Copper	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	75 -125% (70 - 130 % for Hg)	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	0.1	µg/L
Mercury	Total					Delta Lab	0.2	µg/L
Nickel	Total					Delta Lab	1	µg/L
Selenium	Total					Delta Lab	0.2	µg/L
Organochlorine Pesticides								
DDD(o,p')	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	50 - 150%	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	0.5	µg/L
DDD(p,p')	Total					Delta Lab	0.5	µg/L
DDE(o,p')	Total					Delta Lab	0.5	µg/L
DDE(p,p')	Total					Delta Lab	0.5	µg/L
DDE(p,p')	Total					Delta Lab	0.5	µg/L
DDT(o,p')	Total					Delta Lab	0.5	µg/L
DDT(p,p')	Total					Delta Lab	0.5	µg/L
Aldrin	Total					Delta Lab	0.5	µg/L

1. Domoic Acid will only be analyzed when plankton samples show potential algae that may produce domoic acid.

Parameter	Fraction	Accuracy		Precision	Completeness	Laboratory	Target Reporting Limits	Units
		Requirements	Recovery					
Aldrin	Total					Delta Lab	0.5	µg/L
Chlordane, cis-	Total					Delta Lab	0.5	µg/L
Chlordane, trans-	Total					Delta Lab	0.5	µg/L
Dieldrin	Total					Delta Lab	0.5	µg/L

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Endrin Sulfate	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	50 - 150%	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	0.5	µg/L
Endrin	Total					Delta Lab	0.5	µg/L
Endosulfan I	Total					Delta Lab	0.5	µg/L
Endosulfan II	Total					Delta Lab	0.5	µg/L
Endrin Aldehyde	Total					Delta Lab	0.5	µg/L
Endrin Ketone	Total					Delta Lab	0.5	µg/L
HCH, alpha	Total					Delta Lab	0.5	µg/L
HCH, beta	Total					Delta Lab	0.5	µg/L
HCH, delta	Total					Delta Lab	0.5	µg/L
HCH, gamma	Total					Delta Lab	0.5	µg/L
Toxaphene	Total					Delta Lab	0.5	µg/L
Pyrethroid Pesticides								
Allethrin	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	50 - 150%	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	2	µg/L
Bifenthrin	Total					Delta Lab	2	µg/L
Cyfluthrin	Total					Delta Lab	2	µg/L
Cypermethrin	Total					Delta Lab	2	µg/L
Danitol (Fenpropathrin)	Total					Delta Lab	2	µg/L
Deltamethrin	Total					Delta Lab	2	µg/L
Esfenvalerate	Total					Delta Lab	2	µg/L
Fluvalinate	Total					Delta Lab	2	µg/L
Lambda-Cyhalothrin	Total					Delta Lab	2	µg/L
Permethrin, cis-	Total					Delta Lab	2	µg/L
Permethrin, trans-	Total					Delta Lab	2	µg/L
Prallethrin	Total					Delta Lab	2	µg/L
Organophosphorus Pesticides								
Bolstar	Total	Reference Material (CRM, SRM or LCS) and Matrix Spike	50 - 150%	Laboratory Duplicate and Matrix Spike Duplicate - RPD < 25%	90%	Delta Lab	0.2	µg/L
Chlorpyrifos	Total					Delta Lab	0.05	µg/L
Demton	Total					Delta Lab	0.1	µg/L
Diazinon	Total					Delta Lab	0.05	µg/L
Dichlorvos	Total					Delta Lab	0.6	µg/L
Dimethoate	Total					Delta Lab	0.2	µg/L
Disulfoton	Total					Delta Lab	0.1	µg/L
Ethoprop	Total					Delta Lab	0.1	µg/L
Fenchlorophos	Total					Delta Lab	0.1	µg/L
Fensulfothion	Total					Delta Lab	0.2	µg/L
Fenthion	Total					Delta Lab	0.05	µg/L
Malathion	Total					Delta Lab	0.1	µg/L
Merphos	Total					Delta Lab	0.05	µg/L
Methyl parathion	Total					Delta Lab	0.1	µg/L
Mevinphos	Total					Delta Lab	0.1	µg/L
Phorate	Total					Delta Lab	0.1	µg/L
Tetrachlorvinophos	Total					Delta Lab	0.1	µg/L
Tokuthion	Total					Delta Lab	0.05	µg/L
Trichloronate	Total					Delta Lab	0.05	µg/L

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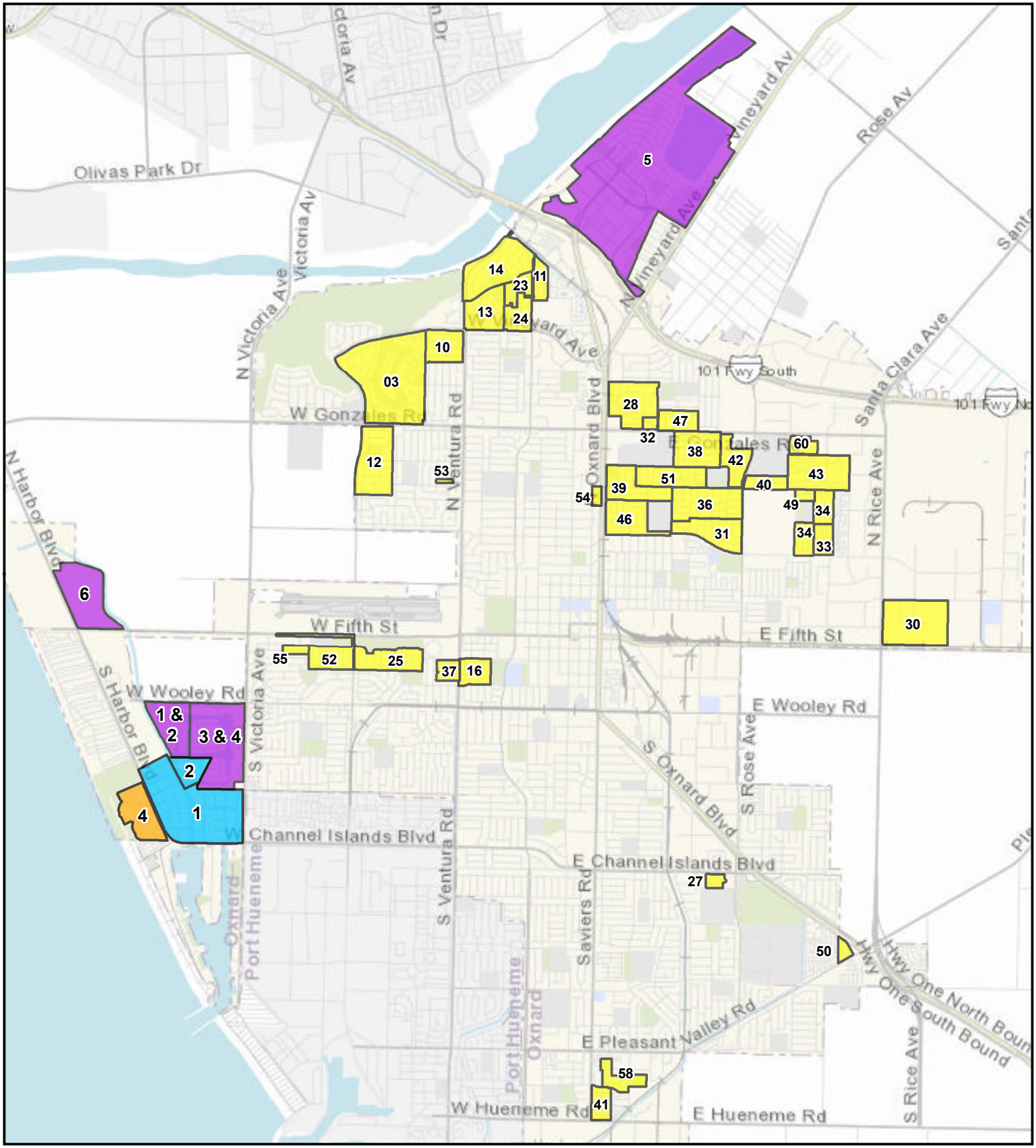
CITY OF OXNARD ASSESSMENT DISTRICTS



Maintenance Assessment District (District No.)

Community Facilities District (District No.)

Waterway Assessment District (Zone No.)

Landscape Maintenance District (District No.)

Created by:
CITY OF OXNARD
Geographic Information Systems Division
January 2020

3,000 0 3,000 6,000 Feet

This map is compiled by the City of Oxnard GIS Division, which is developed and operated solely for the convenience of the City. The City does not make any representations or warranties regarding the use, accuracy, reliability, and/or completeness of this map and no decision involving a risk of economic loss or physical injury should be made in reliance thereon.

N W E S

Data Source:
City of Oxnard GIS Division
County of Ventura GIS Program

CITY OF OXNARD - SPECIAL DISTRICTS

LANDSCAPE MAINTENANCE DISTRICTS * COMMUNITY FACILITIES DISTRICTS
WATERWAYS ASSESSMENT DISTRICTS * MAINTENANCE ASSESSMENT DISTRICTS

COMMUNITY FACILITIES DISTRICTS	
1 & 2 – Westport at Mandalay Bay	5 – Riverpark
3 & 4 – Seabridge at Mandalay Bay	6 – Northshore at Mandalay Bay

LANDSCAPE MAINTENANCE DISRTICTS		
3 – Riverridge	31 - Rancho De La Rosa	43 – Greenbelt
10 – Country Club	32 – Oak Park	46 – Daily Ranch
12 – Standard Pacific	33 – El Paseo	47 – Sycamore Place
13 – Le Village	34 – Sunrise Pt/ Sunset Cove	49 – Cameron Ranch
14 – California Cove	36 – Villa Santa Cruz	50 – PV Senior Housing
16 – California Lighthouse	37 – Pacific Breeze	51 – Pfeiler
23 – Greystone	38 – Aldea Del Mar	52 – Wingfield
24 – Vineyards	39 – El Sueno Promesa	53 – Huff Court
25 – The Pointe	39 – DR Horton	54 – Meadowcrest
27 – Rose Island	40 – Cantada	55 – Wingfield West
28 – Harborside	41 – Pacific Cove	58 – Westwind
30 - Haas Automation	42 – Cantabria/Coronado	60 - Artisan

MAINTENANCE ASSESSMENT DISTRICT
4 – Mandalay Beach/Colony

WATERWAYS ASSESSMENT DISTRICTS	
Zone 1 – Mandalay Bay	Zone 2 – Harbour Island

Update on Testing Efforts in Oxnard Waterways

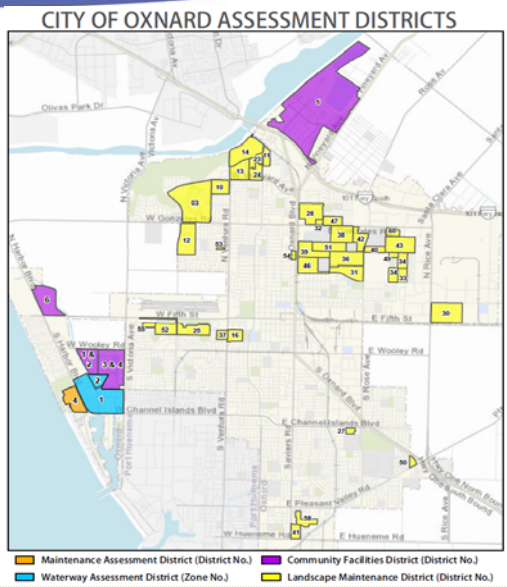
Public Works and Transportation Committee
July 28, 2020

Adam Smith,
Interim Special Districts Manager

RECOMMENDATION

That the Public Works & Transportation Committee receive & file a report on water quality monitoring efforts in the Channel Islands Harbor & provide staff with comments.

MAP OF ASSESSMENT DISTRICTS IN CITY



Additional information can be found at: oxnard.org/city-department/publicworks

3

SUBJECT AREA – OXNARD WATERWAYS

4

BACKGROUND

- In June 2018, an algal bloom occurred in Channel Island Harbor (CIH)
- The bloom was followed by widespread low dissolved oxygen in the water
- The changes to the water was most likely related to changes in the circulation in CIH that occurred after the cooling water pumps of the Power Plant were shut down on March 29, 2018

5

BACKGROUND

Cooling water for the Power Plant was obtained from CIH via the privately owned Edison Canal, a 2.5-mile man-made channel specifically constructed to provide an avenue for cooling water to be drawn into the once-through cooling Power Plant

6

BACKGROUND

- The City contracted Aquatic Bioassay Consultants Laboratories (ABC) to conduct a study to understand how the algal bloom occurred
- The study concluded that the residence time of water in CIH had dramatically increased since the Power Plant's cooling pumps were shut down
- Residence times of water currently range from 15-17 days in the southern portion of CIH & up to 53-70 days at the upper end of the Canal

7

BACKGROUND

- Given the present long residence times of water in CIH, the possibility of additional algal blooms and low dissolved oxygen remains
- Nutrient sampling was conducted following two (2) rain events & during two (2) dry weather periods in fall 2018 & winter 2019 at 31 locations throughout CIH & Canal
- An influx of nutrients to the Canal was measured during wet weather
- The nutrients are presumably from the surrounding agricultural fields

8

BACKGROUND

The City initiated a monitoring program to analyze the conditions in CIH:

- An automated sensor package was deployed in August 2018, measuring dissolved oxygen & chlorophyll fluorescence
- Four (4) new sensors were deployed in March 2019 throughout the northern part of the CIH
- The City then installed seven (7) aeration diffusers in areas of CIH with the lowest dissolved oxygen levels as reported by the sensors

9

BACKGROUND

- The change in water quality in Channel Islands Harbor (CIH) since the shut down of the Mandalay Power Generating Station (Power Plant) has prompted the City to examine the causes of water quality degradation & seek funding for mitigation projects
- The City has worked closely with residents from the CIH communities of Harbor Island, Mandalay, Seabridge, & Westport (collectively CINC), meeting bi-weekly
- The City has also been working in partnership with the Los Angeles Regional Water Quality Board

10

QUALITY ASSURANCE PROJECT PLAN (QAPP)

- The QAPP describes the key stakeholders, sampling methods and locations, sample analysis, parameters for volunteer sample collection, quality assurance, and goals of the project
- The QAPP is intended to assist in determining if sites in CIH & the Canal are meeting water quality objectives
- Pending long-term testing results of the QAPP, capital projects including reductions in runoff from the surrounding agricultural fields, mechanical filtration, aquatic pumping, or treatment of the water in the Canal may be necessary

11

QUALITY ASSURANCE PROJECT PLAN (QAPP)

- Multiple drafts of the QAPP have been reviewed & revised
- CINC will be assisting City staff & ABC in the water sampling effort, including volunteer field mobilization, scheduling coordination with contract laboratories, sample shipping, & sample & data collections
- Volunteers will be trained in collaboration with the State's water monitoring coordinator & ABC

12

FINANCIAL IMPACT

- There is no financial impact from receiving this report
- The new budget for ABC sensor monitoring, phytoplankton testing, & consulting services will be approximately $80,000 for one (1) year
- Bacteria testing, which will be processed at the City's Waste Water Lab, will not exceed $1,000
- No funds will be expended until it is determined how the City, Special Districts, and residents will pay for these services

13

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.4

DATE: July 28, 2020

TO: Public Works and Transportation Committee

FROM: Rosemarie Gaglione, Public Works Director, (805) 385-8055, rosemarie.gaglione@oxnard.org

SUBJECT: Resolution to Affirm City Commitment to Seawall Funding. (10/10/5)

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute a resolution affirming the City of Oxnard's (City) commitment to share the repair/replacement costs associated with the Mandalay Bay seawalls in the amount of 50% of the total repair/replacement costs if, and only if, Mandalay Bay residents form a Community Facilities District (CFD) to satisfy their obligations to the remaining 50%. The costs are estimated to be approximately $200 million. This would include replacement of the seawalls during the first 25 years, with maintenance beyond 25 years.

BACKGROUND

Executive Summary: *Between 1968 and 1973, 743 single-family attached and detached homes and 37 City-owned greenbelts were constructed to create the Mandalay Bay community. At the time of construction, seawalls were built to create waterways throughout the newly built homes. When the seawalls were constructed in the mid-1960s, developers built the seawalls according to the building codes at that time, which were inferior to today's building codes regarding seismic activity and soil and structure responses. The materials used to construct the seawalls have adversely reacted to the marine environment and began to degrade within 20 years of completion.*

Over the last 60 years, hundreds of repairs have been made to the seawalls to maintain their integrity. The City will continue to make repairs to the seawalls in an effort to insure their integrity until such time that a CFD is formed and the City of Oxnard is in a financial position to meet its obligation for the replacement of the Mandalay Bay seawalls.

In the Mandalay Bay Seawalls Capital Improvement Program: Phase C prepared by TranSystems, repairs were proposed to be made to the seawalls to extend the lifespan of the existing infrastructure. Repairs included the removal of degraded concrete, repair to weep holes, concrete jacketing of pilasters, and the placement of vinyl sheeting over the seawall. Estimates for these repairs were in excess of $86 million dollars, which are probably closer to $135 million when adjusted for inflation. Additionally, these repairs did not account for seismic activity or the potential for liquefaction in the soil during a large seismic event.

In contrast, the April 2020 TetraTech study provided recommendations for seawall replacement throughout the community. The recommendation by TetraTech included the installation of panels and tieback walls

constructed according to the most current California Building Code, that would withstand seismic activity and provide a 75-year life span for the new system. Currently, there is no imminent danger of failure to the seawalls which will allow the City to work with a phased approach for the replacement work and funding for this project.

When the homes in Mandalay Bay were constructed, the developer installed reinforced concrete Boise and Zurn style seawalls to create the Oxnard waterways portion of the Channel Islands Harbor. This allowed the developer to create lots and install foundations for residential development. The Boise system consists of restrained precast concrete panels held in place by precast concrete "T" shaped pilasters, which are anchored to a cast-in-place concrete footing. The Zurn wall is a cast-in-place concrete cantilevered retaining wall supported on a continuous cast-in-place concrete footing. The footing is supported by a row of vertical timber piles and a row of battered timber piles. The vertical piles are spaced at 6 feet on center and the battered piles at 12 feet on center. Waterways Zone 1 Mandalay Bay consists of 7.8 miles of seawalls; 3.4 miles of Boise walls and 4.4 miles of Zurn walls.

On May 26, 1970, by Resolution No. 5,121, the City declared its intention to form an assessment district for the maintenance of waterways and landscaping for Tract 1904 and 2026-1. On June 16, 1970, by Resolution No. 5,144, the City Council approved the establishment of Waterways Zone 1 assessment district for the maintenance of the waterways and landscaping on public rights-of-way within Mandalay Bay. On November 23, 1971, by Resolution No. 5,487, the City Council approved the addition of Tract 2026-2 into the assessment district. On October 26, 1976, by Resolution 6,830, the City Council approved the addition of Tract 2026-3 into the assessment district. The waterways district was formed pursuant to the Improvement Act of 1911 in order to recover the City's cost of the maintenance of landscaping, seawalls, and other authorized improvements.

Due to the adoption of Proposition 218 by California voters in 1996, the City is precluded from increasing assessments within a district without majority vote and protest procedures. Mandalay Bay is currently maximum assessed and the CFD formation documents did not include a consumer price index (CPI) escalator to fund increasing maintenance costs or to fund costs associated with seawall replacement.

City staff began to realize the need for constant maintenance of the seawalls as early as 1972. Beginning in 1992, staff began to address multiple issues with both types of seawalls. Within a 20 year period, between 1972 - 1992, the City had made more than 500 individual repairs to the seawalls including repairs to foundation piles, concrete wraps for pilasters, cracks and spalling, slope protection, and backfilling. The walls are 48 years old and will require a strategic phased plan for their replacement over the next 25 years, with maintenance beyond 25 years.

On March 1, 2011, the City entered into an agreement A-7390 with TranSystems Corporation (TranSystems) to assess the condition and develop a plan for capital repairs and replacement of the seawalls in Mandalay Bay. The first amendment to agreement A-7390 was approved by City Council on February 7, 2012, for the purpose of collecting adequate samples for the engineering assessment of all seawall exposure segments. This strategic investigation was completed on August 20, 2012.

TranSystems identified 200 repairs that were not to exceed $1,000,000. On March 26, 2013, the City Council approved agreement A-7581 between the City and the Channel Islands Waterfront Homeowners Association (CIWHA) to share the cost of the repairs to the Mandalay Bay seawalls. The City agreed to pay 50% of the costs from the General Fund with a not-to-exceed amount of $500,000. The Association agreed to pay the remaining 50% from the Waterways Zone 1 Mandalay Bay Assessment District.

On July 26, 2016, the City Council approved 7401-16-PW with TranSystems for on-call marine engineering services for the Waterway Districts of Mandalay, Westport and Seabridge in an amount not to exceed $929,500 over a three-year term. Additionally, the City Council approved task orders for permit process and engineering design for the West Hemlock Street seawall repairs. Task Order 1 was for permit processing and project approval by regulatory agencies. The second task order was for geotechnical testing, design, construction monitoring, and follow-up performance evaluations.

On July 18, 2017, the City Council approved the first amendment to 7401-16-PW in the amount of $137,600 for a new not to exceed amount of $1,067,100 for on-call marine technical engineering service with TranSystems. The scope of work for this amendment included the development of new repair concept details as well as the refinement of existing repair details, development of specific project areas and timelines, budgetary cost estimates, and attendance at meetings to discuss recommendations between the City and CIWHA.

On October 17, 2019, Public Works released a Request for Bid ("RFB") for the Pilaster Jacket Repairs at the Mandalay Bay Seawalls project. Bids were originally due on December 3, 2019, but due to lack of responses by manufacturers to contractors with regards to the specialized concrete required for this project, the bid deadline was extended to January 7, 2020. On February 18, 2020, the City Council awarded agreement A-8206 to Harbour Constructors Company in the amount of $634,000. The Notice to Proceed was issued on March 30, 2020.

DISCUSSION

In December 2017, Transystems completed the Mandalay Bay Seawalls Capital Improvement Program: Phase C. As part of Phase C, Transystems included a survey and recommendations for repair of weep holes, pilasters, and walls. These recommendations included items such as the installation of concrete pilaster jackets, removal of the outer 1-inch of concrete on the existing walls, then wrapping them on the water side with resin and fiberglass-reinforced plastic sheet pile. In essence, the recommendations only placed a band-aid on the seawalls to extend their life, but ultimately they would need to be replaced regardless. The cost for this superficial work was estimated to be $86.5 million over 25 years, not adjusted for inflation. Furthermore, these recommendations did not provide any solutions for the seismic vulnerability of the seawalls, as they were built prior to current California seismic codes.

In early 2018, the Public Works Director reviewed the accumulation of documents provided by TranSystems over the years. Due to the TranSystems study costs and methodology for repairs, it was recommended that the City proceed with a value engineering process for the seawall replacement to confirm the accuracy of the information and costs provided.

On October 10, 2018, the City released a Request for Proposal ("RFP") for the Mandalay Bay Seawall Repair Feasibility Study and Phase 2 Construction Documentation for 3900-3966 West Hemlock Street. Proposal submission closed on November 6, 2018. Due to a lack of responses from qualified proposers, a revised RFP was released on November 21, 2018. PW 19-25R closed on December 10, 2018. A budget appropriation for this contract was approved by the City Council on February 5, 2019, in the amount of $163,413 to fund the approved contract with TetraTech.

In March 2019, TetraTech began studying the Mandalay Bay seawalls. Part of their analysis required observing the walls at the annual low tide which was a critical piece of the data necessary to accurately analyze the deterioration of the seawalls. The Mandalay Bay Seawalls Repair Conceptual Study and Feasibility Analysis

was completed in April 2020. In this study, TetraTech identified the deterioration of the walls as vertical cracking and spalling of pilasters, cracking to the Boise walls, and surface erosion to the Zurn walls. Several locations showed alkali-silica reaction which is a chemical reaction that causes cracking and spalling when concrete is exposed to moisture. Additional concerns include risks to the seawalls from seismic activity and liquefaction of soils behind some seawalls during a major earthquake.

Based on the study, which included a cost analysis for replacement of the seawalls, TetraTech recommended two options; installation of panels and tiebacks or installation of cantilever sheet pile. Installation of the tieback option would consist of installing a new panel in front of the existing wall, filling the space between the two walls, and installing tiebacks that extend down into the competent, non-liquefiable soils. The other option, installation of the cantilever sheet pile, would include the installation of new sheet pile in front of the existing wall using a press-in method (which causes less vibration and noise) and filling the gap between the two walls. This method of seawall replacement would require the new wall to be placed approximately 8 feet in front of the existing wall. The City does not believe that Mandalay Bay can accommodate the space requirements for the sheet pile option and is recommending the tieback method for the new seawalls.

Although several options were analyzed for replacement of the seawalls, it was determined that the tieback method was the best solution for Mandalay Bay to ensure the greatest area of navigable waters in the smaller back basins of the waterways. TetraTech estimates that the replacement costs for the tieback option would be approximately $4,277 per linear foot for the Boise walls and $4,155 for the Zurn walls. It is estimated that the total the costs for the replacement of the seawalls could potentially be in excess of $200,000,000 not including inflation over the life of the project which is estimated to be between 25 years for replacement of the seawalls and for additional maintenance beyond 25 years. The project would be completed in phases and funding would be assessed and allocated based on the stage of the project. The lifespan of the new seawalls is expected to be at least 75 years.

The TetraTech study considered multiple factors when detailing the overall costs which are shown on page 34 of Attachment A: Mandalay Bay Seawalls Repair Feasibility Study. Construction costs were determined in linear feet and ranked in Rough Order Magnitude (ROM). Maintenance costs were estimated and ranked based on calculations for the life of the seawall and are relatively low compared to construction costs. Design criteria were evaluated based on seawall life expectancy and the ability to withstand seismic activity. Constructability rates the ease of construction for each design scheme. Disruption looked at how the construction of each scheme would affect existing docks and if construction could be done at or near the existing wall. Regulatory factors considered the difficulty in obtaining approval for the construction of the new seawalls. Wall capacity evaluated each design concept and its ability to increase capacity for the seawall as it relates to seismic activity. The appearance was ranked on final repairs and is somewhat subjective in nature. For the Boise walls, the tieback method tied for #1 based on the calculated metrics with cantilever soldier piles and panels, however, the soldier pile method was almost double the cost. For the Zurn walls, the tieback method ranked #1 overall.

City staff, NBS Government Finance Group (NBS), NHA Advisors, and residents from the Channel Islands Waterfront Homeowner's Association (CIWHA) have been meeting over the past three years to discuss the formation of a bonded CFD to satisfy the obligations of paying for the replacement of the seawalls. While the current Mandalay Waterways assessment district can not support replacement efforts for the seawalls, a new bonded CFD could be formed to cover the 50% resident portion of the replacement cost.

Leadership from CIWHA, through their annual meetings and person-to-person coordination, have been engaging and educating their community on the needs and costs of the seawall replacement. Through the City's contract with NBS, the City will work with residents on outreach and surveying to obtain the required ⅔ vote

by registered voters to approve a bonded CFD for seawall replacement. With the approval of the CFD, Mandalay residents would have a bonded assessment placed on their tax bill to cover the costs associated with 50% of the seawall obligations.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives:

Goal 4. Ensure proper construction and maintenance of infrastructure to provide maximum benefit with lowest life cycle cost following CIP plans.

Objective 4a. Implement CIP plans.

Objective 4b. Catch up on deferred maintenance for City facilities.

FINANCIAL IMPACT

While approval of this resolution affirms the City Council's commitment to 50% of the final seawall obligations, there is no immediate financial impact to the General Fund or Mandalay Bay residents. Approval of funding for this project will be based on the formation of the CFD by Mandalay Bay residents to fund 50% of the replacement costs and approval of the Capital Improvement Project (CIP) by the City Council. The City will commit to funding 50% of the replacement cost based on the City's financial ability to sustain the project. Multiple funding mechanisms will be explored.

The TetraTech study provides an Engineer's cost estimate for a 25-year replacement plan, however, bonding for this phased approach can potentially be extended to a 40 or 50-year model.

Public Works continues to seek grant funding to offset the City's financial obligation to the seawall replacements. The estimated overall financial impact for the duration of the project will be in excess of $200,000,000.

Prepared by: Jeri Cooper, Special Districts Project Manager

ATTACHMENTS

1. Seawalls City Commitment Resolution
2. Districts Map and Legend
3. City Committment to Seawall Funding Presentation

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD ("CITY") AFFIRMING THE CITY'S COMMITMENT TO SHARE THE REPAIR AND REPLACEMENT COSTS ASSOCIATED WITH THE MANDALAY BAY SEAWALLS IN THE AMOUNT OF 50% OF THE TOTAL REPAIR AND REPLACEMENT COSTS IF, AND ONLY IF, MANDALAY BAY RESIDENTS FORM A COMMUNITY FACILITIES DISTRICT TO PAY FOR 50% OF THE COST OF THE PROJECT

WHEREAS, between 1968 and 1973, the City of Oxnard approved the development of 743 attached and detached single family homes and 37 greenbelts in the Oxnard inland waterways; and

WHEREAS, on May 26, 1970 by Resolution No. 5,121, the City declared its intention to form an assessment district for the maintenance of waterways and landscaping for Tract 1904 and 2026-1; and

WHEREAS, on June 16, 1970 by Resolution No. 5,144, the City Council approved the establishment of Waterways Zone 1 assessment district for the maintenance of the waterways and landscaping on public rights-of-way within Mandalay Bay; and

WHEREAS, on November 23, 1971 by Resolution No. 5,487, the City Council approved the addition of Tract 2026-2 into the assessment district; and

WHEREAS, on October 26, 1976 by Resolution No. 6,830, the City Council approved the addition of Tract 2026-3 into the assessment district; and

WHEREAS, the waterways assessment district was created to fund the maintenance and operation, including the cost of necessary repairs, replacements, care, supervision, cleaning, dredging, and all other items necessary or proper for the maintenance and operation of the waterways and city landscaping; and

WHEREAS, the seawalls were constructed in Mandalay Bay to create waterways throughout the newly built homes in accordance with building codes of the 1960's; and

WHEREAS, building codes at the time were inferior to current building codes which did not account for seismic activity and soil and structure responses; and

WHEREAS, the material used to build the seawalls adversely reacted to the marine environment and began to degrade within 20 years of their construction; and

WHEREAS, over the last 60 years, hundreds of repairs have been made to the seawalls; and

WHEREAS, in April 2020 study, TetraTech provided recommendations for seawall replacement throughout the community through the installation of panels and tie-back walls constructed in accordance with current California Building Codes; and

WHEREAS, the estimated duration of the replacement is between 25 and 50 years; and

WHEREAS, due to the adoption of Proposition 218 in 1996 by California voters, the City is precluded from increasing assessments within the district without majority vote and protest procedures laid out in the proposition; and

WHEREAS, Mandalay Bay Waterways Assessment District is currently maximum assessed with no escalator included in the formation documents to allow for Consumer Price Index (CPI) increases; and

WHEREAS, the residents of Mandalay Bay will create a new bonded Community Facilities District to fund 50% of the costs associated with the replacement of seawalls; and

WHEREAS, the City of Oxnard will determine funding options for the City's portion of the seawalls replacement project;

NOW, THEREFORE, the City Council of the City of Oxnard resolves:

1. The City agrees to provide fifty percent (50%) of costs associated with the replacement of seawalls in waterways zone 1 Mandalay Bay, a special assessment district if the Mandalay Bay residents form a Community Facilities District to pay for 50% of the cost of the project.

2. The City Manager may take whatever actions necessary and appropriate to carry out the purpose and intent of this resolution.

PASSED AND ADOPTED THIS _____ day of _____, 20, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

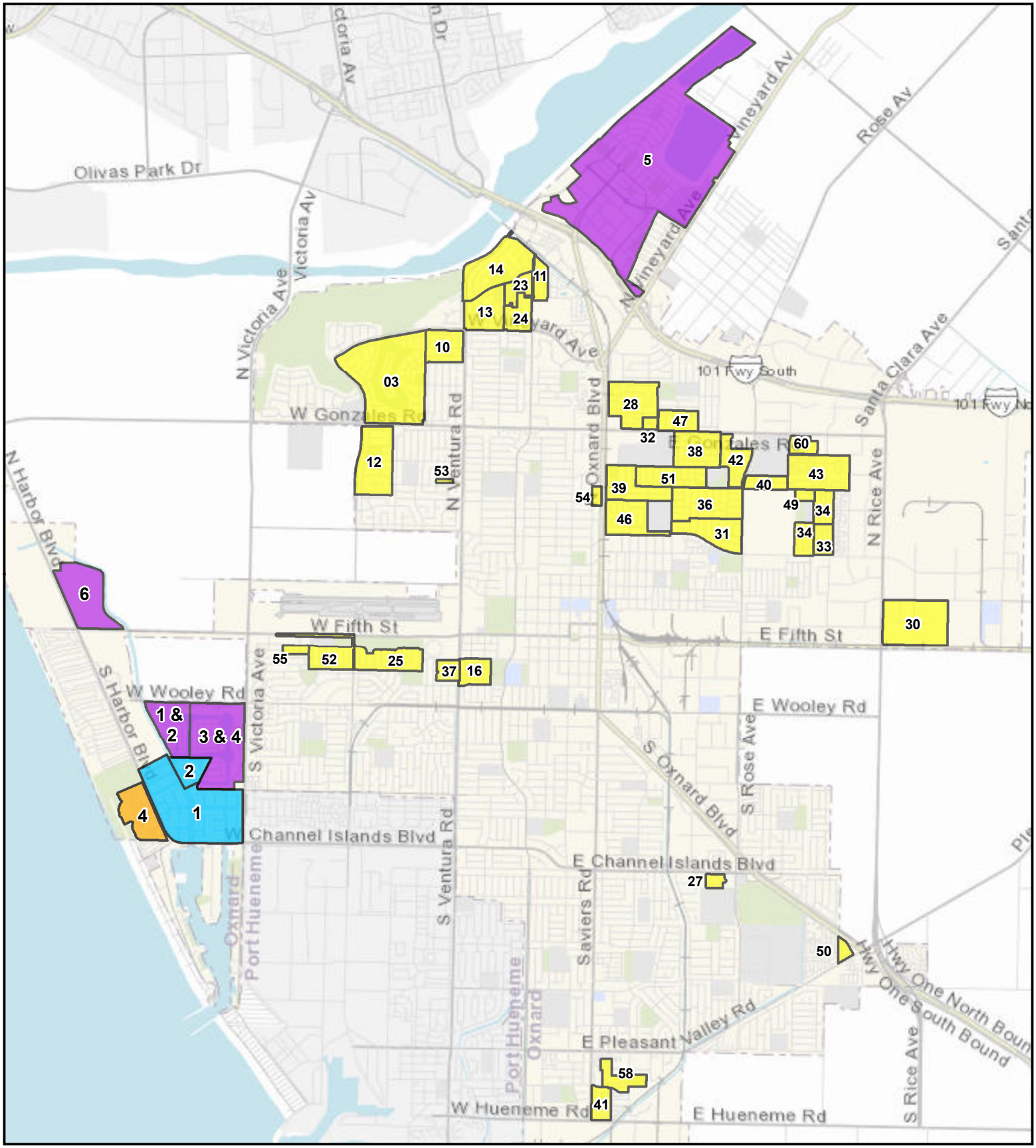
_____
Tim Flynn, Mayor

ATTEST: APPROVED AS TO FORM:

_____ _____

Michelle Ascencion, City Clerk Stephen M. Fischer, City Attorney

CITY OF OXNARD ASSESSMENT DISTRICTS



Maintenance Assessment District (District No.)

Community Facilities District (District No.)

Waterway Assessment District (Zone No.)

Landscape Maintenance District (District No.)

Created by:
CITY OF OXNARD
Geographic Information Systems Division
January 2020

3,000 0 3,000 6,000 Feet

This map is compiled by the City of Oxnard GIS Division, which is developed and operated solely for the convenience of the City. The City does not make any representations or warranties regarding the use, accuracy, reliability, and/or completeness of this map and no decision involving a risk of economic loss or physical injury should be made in reliance thereon.

N W E S

Data Source:
City of Oxnard GIS Division
County of Ventura GIS Program

CITY OF OXNARD - SPECIAL DISTRICTS

LANDSCAPE MAINTENANCE DISTRICTS * COMMUNITY FACILITIES DISTRICTS
WATERWAYS ASSESSMENT DISTRICTS * MAINTENANCE ASSESSMENT DISTRICTS

COMMUNITY FACILITIES DISTRICTS	
1 & 2 – Westport at Mandalay Bay	5 – Riverpark
3 & 4 – Seabridge at Mandalay Bay	6 – Northshore at Mandalay Bay

LANDSCAPE MAINTENANCE DISRTICTS		
3 – Riverridge	31 - Rancho De La Rosa	43 – Greenbelt
10 – Country Club	32 – Oak Park	46 – Daily Ranch
12 – Standard Pacific	33 – El Paseo	47 – Sycamore Place
13 – Le Village	34 – Sunrise Pt/ Sunset Cove	49 – Cameron Ranch
14 – California Cove	36 – Villa Santa Cruz	50 – PV Senior Housing
16 – California Lighthouse	37 – Pacific Breeze	51 – Pfeiler
23 – Greystone	38 – Aldea Del Mar	52 – Wingfield
24 – Vineyards	39 – El Sueno Promesa	53 – Huff Court
25 – The Pointe	39 – DR Horton	54 – Meadowcrest
27 – Rose Island	40 – Cantada	55 – Wingfield West
28 – Harborside	41 – Pacific Cove	58 – Westwind
30 - Haas Automation	42 – Cantabria/Coronado	60 - Artisan

MAINTENANCE ASSESSMENT DISTRICT
4 – Mandalay Beach/Colony

WATERWAYS ASSESSMENT DISTRICTS	
Zone 1 – Mandalay Bay	Zone 2 – Harbour Island

Resolution to Approve City Commitment to Seawall Funding

Public Works and Transportation Committee
July 28, 2020

Rosemarie Gaglione
Public Works Director

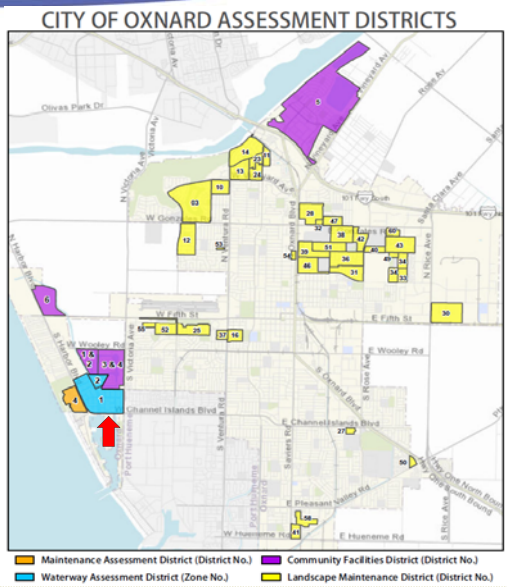
CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the Mayor to execute a Resolution which will affirm the City of Oxnard's (City) commitment that the City will share the repair/replacement costs associated with the Mandalay Bay seawalls in the amount of 50% and Mandalay Bay residents will form a Community Facilities District (CFD) to satisfy their obligations to the remaining 50%. The costs are estimated to be approximately $200,000,000. This would include replacement of the seawalls during the first 25 years, with maintenance beyond 25 years.

2

MAP OF ASSESSMENT DISTRICTS IN CITY



Additional information can be found at: oxnard.org/city-department/publicworks

3

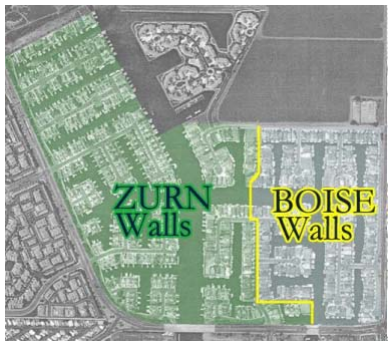
BACKGROUND

- Between 1968 and 1973, the City of Oxnard approved the development of 743 attached and detached single family homes and 37 greenbelts in the Oxnard inland waterways
- Mandalay Bay waterways assessment districts was formed May 26, 1970 by Resolution No. 5,121 to fund the on-going maintenance of landscaping, seawalls, dredging and services associated with the proper care of the district

4

BACKGROUND

- Due to the adoption of Proposition 218 in 1996, the City is precluded from increasing assessments within the district without majority vote and proper protest procedures
- Mandalay Bay residents are currently maximum assessed and the formation documents did not include the ability to make CPI increases
- Mandalay Bay seawalls were created with reinforced concrete Boise and Zurn walls by 1960s Building Code standards
- Within the first 20 years, the City began to see degradation with both types of walls due to the concrete's adverse reaction to the marine environment



5

BACKGROUND

- Over the past 50 years, hundreds of repairs have been made to the seawalls including removal of degraded concrete, repair to weep holes, concrete jacketing of pilasters and the placement of vinyl sheeting over seawalls
- February 2020, the City Council awarded the most recent repairs for the pilaster project located on Hemlock Rd. to Harbour Constructors Co.

6

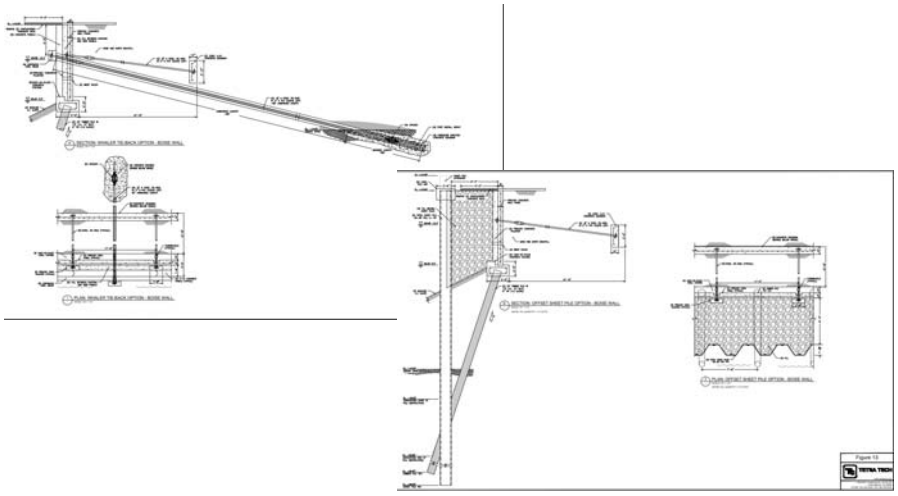
DISCUSSION

- In December 2017, Transystems completed the *Mandalay Bay Seawalls Capital Improvement Program: Phase C* which included survey and recommendation of repair to weep holes, pilasters and walls
- In early 2018, Public Works reviewed the accumulation of Transystems documents and determined the need to proceed with the value engineering process to ensure the best outcome for seawalls
- In October 2018 the City released a Request for Proposal (RFP) for Mandalay Bay Repair Feasibility Study and Phase 2 Construction documents for 3900-3966 West Hemlock Street
- In March 2019, TetraTech was awarded the contract and began the study which included cost analysis of replacement of the walls

7

DISCUSSION

Based on the analysis of the walls, TetraTech recommended two options; installation of panels and tiebacks or cantilever sheet pile



8

DISCUSSION

- Cost estimates ranged between $4,155 - $4,277 per linear foot for installation of the panel and tieback walls

BOISE WALLS

Opt	Description	Cost	Unit
A	**Tieback Wall**	**$ 4,277**	**LF**
B	**New cantilever sheet pile wall**	**$ 7,382**	**LF**
C	New cantilever soldier piles and panels	$ 7,037	LF
D	New soldier piles tied to existing pilasters	$ 4,050	LF
E	Concrete pilaster jackets and panel facing	$ 4,000	LF
F	FRP pilaster jackets and panel facing	$ 3,850	LF
G	Riprap stabilization	$ 10,094	LF
H	Epoxy crack injection of panel faces	$ 440	SF
I	Stainless steel reinforcing straps	$ 6,800	EA

ZURN WALLS

Opt	Description	Cost	Unit
J	**Tieback Wall**	**$ 4,155**	**LF**
K	**New cantilever sheet pile wall**	**$ 7,382**	**LF**
L	New cantilever soldier piles and panels	$ 7,037	LF
M	Remove and replace face concrete	$ 2,900	LF
N	New concrete facing	$ 2,600	LF
O	Concrete buttresses	$ 3,150	SF
P	Riprap stabilization	$ 10,094	LF

- The new seawalls would be created to withstand seismic activity and adhere to current California Building Code standards
- Based on funding availability, the project could span between 25 – 50 years for replacement of seawalls

9

DISCUSSION

- Stakeholders including City Staff, residents and consultants have been meeting over the last 3 years to discuss replacement and funding options
- Residents are working to engage their neighbors to form a bonded CFD to fund 50% of the obligation
- Through annual meetings, person-to-person coordination and engagement, consultants will work to survey registered voters on approval of the CFD

10

FINANCIAL IMPACT

- Approval of this resolution affirms the City Council's commitment to fund 50% of the seawall replacement costs
- City obligation would be satisfied through the issuance of general obligation bonds or commitment of annual tax revenues within the General Fund operating budget
- Overall estimates for the project will be in excess of $200,000,000 including inflation
- Funds will not be allocated to this project until the Capital Improvement Project is approved, the residents of Mandalay Bay vote in a CFD, and the City General Fund identifies their method for payment of this obligation

11

Questions

CITY OF OXNARD CALIFORNIA

CITY OF OXNARD CALIFORNIA

PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA REPORT

REPORTS
AGENDA ITEM NO. D.5

DATE: July 28, 2020

TO: Public Works and Transportation Committee

FROM: Rosemarie Gaglione, Public Works Director, (805) 385-8055, rosemarie.gaglione@oxnard.org

SUBJECT: Reclassification of Project Appropriation Allocations and Expenditures from State Gas Tax Fund to Roadway Maintenance and Rehabilitation Account Fund. (5/5/5)

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council authorize and approve the City Manager to:
1. Approve a Fiscal Year 2019-20 budget appropriation to: A) Reclassify budget appropriation allocations of $390,000 for Rice Avenue Street Resurfacing project 183113, and $132,383 for Annual Pavement System Update project 19IN01 from State Gas Tax Fund (181) to Roadway Maintenance and Rehabilitation Account (RMRA) Fund (185); B) Decrease $204,000 from State Gas Tax Fund (181) for Cooper Street Resurfacing project 183109; and C) Recognize revenue of $750,000 in State Gas Tax Fund (181) and appropriate to RMRA Fund (185) for Public Works Road and Signal Maintenance Project 203009; and
2. Approve a Fiscal Year 2020-21 budget appropriation recognizing revenue of $1,000,000 in State Gas Tax Fund (181) and appropriating to RMRA Fund (185) for Public Works Road and Signal Maintenance Project 203009.

BACKGROUND

The COVID-19 public health crisis and resulting stay at home order has severely impacted tax revenue statewide. The City is experiencing immediate and significant reductions in cash receipts from sales tax, transient occupancy tax, interest earnings, rental income, fines and other revenues.

Similarly, severe gas tax revenue reductions are occurring in the State Highway Users Tax Account (HUTA), which provides funding for the State Gas Tax Fund (181). The State Roadway Maintenance and Rehabilitation Account (RMRA) Fund (185) that is collected from fuel taxes and vehicle registration is also expected to decline. City Council recently identified six (6) projects that would receive the annual RMRA apportionment. They included Rice Avenue Street Resurfacing, Thin Maintenance Overlay Phase II, La Colonia Thin Maintenance Overlay Phase II, Residential Street Resurfacing, and East and West Gonzalez Road Street Resurfacing. At the time of the report, prepared prior to the COVID-19 crisis, the State estimated that the City would receive $3,963,952 of RMRA funds in FY 2020-21, which combined with $6,529,977 of prior year unspent RMRA totaled $10,493,929 in RMRA funds.

While all revenue is expected to decrease, the City's available fund balance in RMRA (185) is greater than in the State Gas Tax Fund (181), which is estimated to have an operating deficit in FY 2019-20. Historically, both

the RMRA and the HUTA revenues and expenditures were accounted for in the same fund (181 State Gas Tax). Based on a recommendation from the League of California Cities, beginning with the FY 2019-20 Adopted Budget, the City created a new fund (185 RMRA) for better tracking and easier auditing by the State Controller's Office and the City's independent financial auditor. Generally, the City utilizes RMRA funds for capital resurfacing projects, while State Gas Tax funds are used for both capital projects and full-time positions that perform street maintenance, signal maintenance and associated work.

As a result, for FY 2019-20 staff is recommending a total of $726,383 from three (3) public works projects that were previously allocated to the State Gas Tax Fund be reclassified to the RMRA Fund. Staff is also recommending $1,750,000 of RMRA appropriations to be allocated to Project 203009, Public Works Road and Signal Maintenance for actual labor in FY 2019-20 and FY 2020-21. This will enable full-time positions currently allocated to the State Gas Tax Fund that perform street maintenance, signal maintenance, and associated work to charge to a designated RMRA project.

The creation and utilization of Project 203009 will result in two (2) capital resurfacing projects being delayed to a future year: East Gonzales and West Gonzales Road Street Resurfacing.

DISCUSSION

The Rice Avenue Street Resurfacing Project (183113) has a State Gas Tax Fund allocation of $390,000, which staff is requesting to reclassify to the RMRA fund. This project was identified in the FY 2020-21 RMRA list of projects. There have been no expenditures to date.

The Annual Pavement System Update Project (19IN01) has a State Gas Tax Fund allocation of $132,383, which staff is requesting to reclassify to the RMRA Fund. This action will also reclassify eligible actual expenditures incurred to date to be transferred from Gas Tax to RMRA Fund 185.

The Cooper Street Resurfacing Project (183109) has a State Gas Tax Fund allocation of $204,000. This project requires additional design due to right-of-way restraints; therefore there have been no expenditures to date. Staff is requesting a decrease in budget appropriations from this project. Staff will return to Council for an allocation of available funds when the project is ready to move forward.

The Public Works Road and Signal Maintenance Project (203009) will enable full-time positions that are currently funded with State Gas Tax Fund to charge labor to a designated RMRA project. This labor includes classifications such as street maintenance worker, traffic safety maintenance worker, traffic signal repair, traffic signal technician, streets manager, equipment operator and administrative staff. Labor associated with work performed for road and signal maintenance would be charged to this project for FY 2019-20 and FY 2020-21.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to establish, preserve and improve our infrastructure and natural resources through effective planning, prioritization, and efficient use of available funding. This item supports the following goals and objectives: Goal 4. Ensure proper construction and maintenance of infrastructure to provide maximum benefit with lowest life cycle cost following CIP plans.

Objective 4b. Catch up on deferred maintenance for City facilities.

FINANCIAL IMPACT

Approval of these recommendation actions would amount to a total of $2,272,383 budget appropriation reallocation from the State Gas Tax Fund (181) to the RMRA Fund (185): 1) Reclassify $390,000* budget allocation for Rice Avenue Street Resurfacing Project (183113); 2) Reclassify $132,383* budget allocation and expenditures for Annual Pavement System Update Project (19IN01); 3) Decrease project budget appropriation of $204,000 in State Gas Tax Fund (181) for Cooper Road Street Resurfacing Project (183109) and 4) Allocate budget appropriations in the amount of $1,750,000 from RMRA Fund 185 for Public Works Road and Signal Maintenance Project (203009) for use in FY 2019-20 and FY 2020-21.

*There is no fiscal impact to authorized spending nor total appropriations for projects 183113 and 19IN01. These recommended actions simply re-allocate previously authorized projects and operating expenditures incurred to date between State Gas Tax Fund (181) and RMRA Fund (185) to match available fund balance with anticipated expenditures.

Prepared by: Debbie O'Leary, Transportation Planner

ATTACHMENTS

1. FY19-20 Budget Appropriation
2. FY20-21 Budget Appropriation
3. Gas Tax to RMRA Presentation

REQUEST FOR BUDGET APPROPRIATION - FY19-20

Department: Public Works **Date:** September 8, 2020

Project/Program Manager: Debbie O'Leary **Phone:** 805-200-5283

Reason for Appropriation:

Reclassification of Project Appropriation Allocations and Expenditures from State Gas Tax Fund (181) to Roadway Maintenance and Rehabilitation Account (RMRA) Fund (185) for FY 2019-20

Accounts and Descriptions		AMOUNT
Fund: 181- STATE GAS TAX		
Revenues/Transfers In		
181-5704-581.73-37	SERVICES TO OTHER PROGRAMS	750,000
	Sub-total Revenues	750,000
Expenditures/Transfers Out		
RICE AVENUE STREET RESURFACING (Project 183113)		
181-3015-826.82-09	SVCS OTHER PROF/CONTRACT	(292,500)
181-3015-826.84-51	SERVICES FROM OTHER PROGRAMS	(97,500)
ANNUAL PAVEMENT SYS UPD (Project 19IN01)		
181-3224-803.82-09	SVCS OTHER PROF/CONTRACT	(132,383)
COOPER ROAD STREET RESURFACING (Project 183109)		
181-3015-826.82-09	SVCS OTHER PROF/CONTRACT	(153,000)
181-3015-826.84-51	SERVICES FROM OTHER PROGRAMS	(51,000)
	Sub-total Expenditures	(726,383)
	Net Change to Fund Balance	**1,476,383**
Fund: 185-RMRA GAS TAX		
Expenditures/Transfers Out		
RICE AVENUE STREET RESURFACING (Project 183113)		
185-3015-826.82-09	SVCS OTHER PROF/CONTRACT	292,500
185-3015-826.84-51	SERVICES FROM OTHER PROGRAMS	97,500
ANNUAL PAVEMENT SYS UPD (Project 19IN01)		
185-3224-803.82-09	SVCS OTHER PROF/CONTRACT	132,383
PUBLIC WORKS ROAD AND SIGNAL MAINTENANCE (Project 203009)		
185-3015-826-84-51	SERVICES FROM OTHER PROGRAMS	750,000
	Sub-total Expenditures	1,272,383
	Net Change to Fund Balance	**(1,272,383)**
	Net Appropriation Change	**546,000**

Approvals

Department Director _____

Chief Financial Officer _____

City Manager _____

BA# (Finance Use Only)_____

BA Doc# (Finance Use Only)_____

REQUIRES CITY COUNCIL AUTHORIZATION

Revised : 2/23/2012

REQUEST FOR BUDGET APPROPRIATION - FY20-21

Department: Public Works **Date:** September 8, 2020

Project/Program Manager: Debbie O'Leary **Phone:** 805-200-5283

Reason for Appropriation:

Appropriate RMRA funding and recognize recovery to State Gas Tax for personnel assigned to RMRA project 203009

Accounts and Descriptions		AMOUNT
Fund: 181- STATE GAS TAX		
Revenues/Transfers In		
181-5704-581.73-37	SERVICES TO OTHER PROGRAMS	1,000,000
	Sub-total Revenues	1,000,000
	Net Change to Fund Balance	**1,000,000**
Fund: 185-RMRA GAS TAX		
Expenditures/Transfers Out		
PUBLIC WORKS ROAD AND SIGNAL MAINTENANCE (Project 203009)		
185-3015-826-84-51	SERVICES FROM OTHER PROGRAMS	1,000,000
	Sub-total Expenditures	1,000,000
	Net Change to Fund Balance	**(1,000,000)**
	Net Appropriation Change	**1,000,000**

Approvals

Department Director _____

Chief Financial Officer _____

City Manager _____

BA# (Finance Use Only)_____

BA Doc# (Finance Use Only)_____

REQUIRES CITY COUNCIL AUTHORIZATION

Revised : 2/23/2012

Reclassification of Project Appropriation Allocations and Expenditures from State Gas Tax Fund to Roadway Maintenance and Rehabilitation Account Fund

Public Works and Transportation Committee
July 28, 2020

Tatiana Arnaout
City Engineer

CITY OF OXNARD CALIFORNIA

RECOMMENDATION

That the Public Works and Transportation Committee recommend that the City Council approve and authorize the City Manager to:

1. Approve a Fiscal Year 2019-20 budget appropriation to: A) Reclassify budget appropriation allocations of $390,000 for Rice Avenue Street Resurfacing project 183113, and $132,383 for Annual Pavement System Update project 19IN01 from State Gas Tax Fund (181) to Roadway Maintenance and Rehabilitation Account (RMRA) Fund (185); B) Decrease $204,000 from State Gas Tax Fund (181) for Cooper Street Resurfacing project 183109; and C) Recognize revenue of $750,000 in State Gas Tax Fund (181) and appropriate to RMRA Fund (185) for Public Works Road and Signal Maintenance Project 203009; and

2. Approve a Fiscal Year 2020-21 budget appropriation recognizing revenue of $1,000,000 in State Gas Tax Fund (181) and appropriating to RMRA Fund (185) for Public Works Road and Signal Maintenance Project 203009.

BACKGROUND

- Financial impacts due to Covid-19 public health crisis
- Severe decrease in Gas Tax and RMRA (Roadway Maintenance and Rehabilitation Account) revenues – funds collected from fuel taxes and vehicle registration
- Gas Tax funds (181) are used for street projects such as pavement maintenance and resurfacing projects
- RMRA funds (185) can be used for road maintenance and rehab, safety projects, railroad grade separations, traffic control devices and complete street components
- RMRA fund is healthier than the Gas Tax fund which is estimated to have an operating deficit of $581,000 for FY 2019-20

DISCUSSION

- Proposing to reallocate funding from Gas Tax fund to RMRA fund for two (2) streets projects
  - Rice Avenue Street Resurfacing (183113) - $390,000
  - Annual Pavement System Update (19IN01) - $132,383
- Proposing to defer the Cooper Street Resurfacing Project (183109) for $204,000
  - Staff will come back to Council to reallocate available funds at a future date
- Proposing to create and utilize Public Works Road and Signal Maintenance Project (203009)
  - This will enable full-time staff currently funded by Gas Tax funds to charge labor to the RMRA fund for allowable road and signal maintenance work
  - $1,750,000 to be reallocated from Gas Tax fund to associated street maintenance and traffic control maintenance labor in FY 2019-20 and FY 2020-21

FINANCIAL IMPACT

- Proposing $2,272,383 reallocation of project budget appropriations from the Gas Tax Fund (181) to the RMRA Fund (185) for $2,272,383
  - Reclassify funding for two (2) street/pavement projects ($522,383 total)
  - Creates and utilizes new project for Public Works Road and Signal Maintenance work efforts ($1,750,000) for use in FY 2019-20 and FY 2020-21

  Deferring one (1) street resurfacing project for $204,000

QUESTIONS?

CITY OF OXNARD CALIFORNIA