

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Hueneme Road Widening • Edison Drive to Rice Avenue

Resolution TCEP-P-2526-26B  
(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on 6/26/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Ventura County Transportation Commission, and the Implementing Agency, Ventura County, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Hueneme Road Widening • Edison Drive to Rice Avenue, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution [REDACTED], "Adoption of Program of Projects for the Active Transportation Program", dated [REDACTED]
  - Resolution [REDACTED], "Adoption of Program of Projects for the Local Partnership Program", dated [REDACTED]
  - Resolution [REDACTED], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [REDACTED]
  - Resolution [REDACTED], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [REDACTED]
  - Resolution 25-42, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/26/2025

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Ventura County agrees to secure funds for any additional costs of the project.
- 4.6 Ventura County agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Ventura County agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Ventura County agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

In the event of a cost overrun the Trade Corridor Enhancement Program shall not be responsible for any cost increase.

### Attachments:

- Exhibit A: Project Programming Request Form  
Exhibit B: Project Report  
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name **Hueneme Road Widening • Edison Drive to Rice Avenue**

Resolution **TCEP-P-2526-26B**

*(to be completed by CTC)*



05/04/2026

Date

Martin Erickson

Ventura County Transportation Commission

Project Applicant



04/14/2026

Date

Gregg Strakaluse - Director

Public Works Agency Ventura County

Implementing Agency



[Gloria Roberts \(May 15, 2026 14:07:54 PDT\)](#)

Date

District Director

California Department of Transportation



[Dina El-Tawansy \(Jun 23, 2026 16:55:23 PDT\)](#)

06/23/2026

Date

FOR DINA EL-TAWANSY

Director

California Department of Transportation



06/30/2026

Date

Tanisha Taylor

Executive Director

California Transportation Commission

# FACT SHEET

## HUENEME ROAD WIDENING: EDISON DRIVE TO RICE AVENUE PORT INTERMODAL CORRIDOR



The Hueneme Road Widening project between Edison Drive and Rice Avenue removes the last traffic bottleneck on the Hueneme Road - Rice Avenue Truck Corridor that serves as the primary truck route between the Port of Hueneme and the US 101 freeway. Hueneme Road is also used by Naval Base Ventura County (NBVC) for military mobilization of troops and equipment. The Port of Hueneme is the only deep-water commercial port between Los Angeles and Oakland, and the only military deep-water port between San Diego and Tacoma, Washington. Hueneme Road is designated a "Highway of National Significance" in the California Freight Mobility Plan because of its importance to the Port of Hueneme and NBVC.



Truck leaving the Port of Hueneme via Hueneme Road  
*Photo Courtesy of the Port of Hueneme*

The project will fund final design and purchase property to widen the two-mile segment of Hueneme Road between Edison Drive and Rice Avenue from two to four lanes. The project will also add Class II bike lanes in both directions. The Ventura County Transportation Commission is the grant applicant, and the County of Ventura will implement the project.

The project stimulates the local and regional economy by improving the following road conditions.

- ◆ **Throughput**  
Provides for increased volume of freight traffic with less congestion.
- ◆ **Safety**  
Reduces accidents by adding safety countermeasures such as rumble strips and stripes and widening the road and shoulders.
- ◆ **Velocity**  
Allows traffic to flow at the posted speed limit of 55 miles per hour (MPH) during peak traffic periods.
- ◆ **Reliability**  
Reduces the variability and unpredictability of travel time to make the truck corridor the preferred choice for truckers.
- ◆ **Equity and Air Quality**  
Reduces 9,000 tons of greenhouse gas emissions from densely populated disadvantaged and low-income communities by shifting traffic away from city streets.
- ◆ **Interregional Benefits**  
Adds bike lanes on the California Coastal Trail and provides access to Ormond Beach.

### Benefits and Outcome

3.9 new lane miles  
3.7 new bike lane miles

Accident Cost Savings: \$26.9 million  
Travel Time Savings: \$23.3 million  
Travel Time Reliability Savings: \$2.2 million  
Biking Journey Quality Savings: \$2.2 million  
Biking Health Benefits: \$2.7 million

235 daily vehicle hours of delay reduced  
100,200 annual person-hours of time saved

### Cost and Schedule

TCEP Funds Requested: \$11.34 million  
Total Project Cost: \$17.372 million

#### Fiscal Year

Begin Right of Way: 2026/27  
End Right of Way: 2029/30

Begin Final Design: 2026/27  
End Final Design: 2029/30

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	05/20/2026
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07		5952215	6464	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Anitha Balan			805-654-2077	anitha.balan@ventura.org	

**Project Title**  
 Hueneme Road Widening – Edison Drive to Rice Avenue

**Location (Project Limits), Description (Scope of Work)**  
 In Ventura County, widen a two-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a two-lane to four-lane roadway with buffered bike lanes.

Component	Implementing Agency
PA&ED	Ventura County
PS&E	Ventura County
Right of Way	Ventura County
Construction	Ventura County

**Legislative Districts**

Assembly: 38      Senate: 21      Congressional:  26

Project Milestone	Existing	Proposed
Project Study Report Approved	09/21/2021	
Begin Environmental (PA&ED) Phase	03/30/2022	03/30/2022
Circulate Draft Environmental Document      Document Type EIR	10/01/2025	10/01/2025
Draft Project Report	09/30/2026	09/30/2026
End Environmental Phase (PA&ED Milestone)	12/30/2025	12/30/2025
Begin Design (PS&E) Phase	10/15/2026	10/15/2026
End Design Phase (Ready to List for Advertisement Milestone)	12/30/2029	12/30/2029
Begin Right of Way Phase	10/15/2026	10/15/2026
End Right of Way Phase (Right of Way Certification Milestone)	09/30/2029	09/30/2029
Begin Construction Phase (Contract Award Milestone)	06/30/2030	06/30/2030
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2031	06/30/2031
Begin Closeout Phase	07/01/2031	07/01/2031
End Closeout Phase (Closeout Report)	06/30/2032	06/30/2032

Date 05/20/2026

**Purpose and Need**

The proposed project will provide congestion relief and freight transportation efficiency by widening a 2-mile portion of Hueneme Road from a 2-lane to a 4-lane roadway (two in the eastbound direction and two in the westbound direction) with Class II buffered bike lanes, 14' paved median and turn lanes. The project addresses the state's most urgent freight needs by improving a facility designated a Highway of National Significance in the California Freight Mobility Plan (CFMP) serving the Port of Hueneme and U.S. Naval Base. The project would provide bottleneck relief, reduce congestion, increase throughput, and improve safety by reducing accidents.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 3	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	3.86
Active Transportation	Bicycle lane-miles	Miles	3.7

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Date 05/20/2026

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Additional Information

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	235	-235
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	22	-22
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	566,167	526,330	39,837
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	115,374,201	87,756,158	27,618,043
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	23.7	-23.7
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.19	0.2	-0.01
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	3.19	3.52	-0.33
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.88	2.2	-1.32
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	14.39	38.77	-24.38
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	652	0	652
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.14	0	1.14

District	County	Route	EA	Project ID	PPNO
07	Ventura County			5952215	6464

Project Title

Hueneme Road Widening – Edison Drive to Rice Avenue

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,172							1,172	Ventura County
PS&E					1,200			1,200	Ventura County
R/W SUP (CT)									Ventura County
CON SUP (CT)									Ventura County
R/W					15,000			15,000	Ventura County
CON							32,000	32,000	Ventura County
<b>TOTAL</b>	<b>1,172</b>				<b>16,200</b>		<b>32,000</b>	<b>49,372</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,172							1,172	
PS&E					1,200			1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W					15,000			15,000	
CON									
<b>TOTAL</b>	<b>1,172</b>				<b>16,200</b>			<b>17,372</b>	

Fund #1: Local Funds - County Funds (Committed) Program Code

Existing Funding (\$1,000s) 20.10.400.100

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County
PS&E					83			83	
R/W SUP (CT)									
CON SUP (CT)									
R/W					1,033			1,033	
CON									
<b>TOTAL</b>					<b>1,116</b>			<b>1,116</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E					83			83	
R/W SUP (CT)									
CON SUP (CT)									
R/W					1,033			1,033	
CON									
<b>TOTAL</b>					<b>1,116</b>			<b>1,116</b>	

Fund #2:	Other Fed - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comrn
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,172							1,172	Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,172							1,172	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,172							1,172	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,172							1,172	

Fund #4:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E					840			840	
R/W SUP (CT)									
CON SUP (CT)									
R/W					10,500			10,500	
CON									
TOTAL					11,340			11,340	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					840			840	
R/W SUP (CT)									
CON SUP (CT)									
R/W					10,500			10,500	
CON									
TOTAL					11,340			11,340	

Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comrn STIP to match the TCEP funds.
PS&E					277			277	
R/W SUP (CT)									
CON SUP (CT)									
R/W					3,467			3,467	
CON									
TOTAL					3,744			3,744	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					277			277	
R/W SUP (CT)									
CON SUP (CT)									
R/W					3,467			3,467	
CON									
TOTAL					3,744			3,744	

Fund #6:	Future Need - Future Funds (Uncommitted)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							32,000	32,000	
TOTAL							32,000	32,000	
<b>Proposed Funding (\$1,000s)</b>									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**Complete this page for amendments only**

Date 05/20/2026

District	County	Route	EA	Project ID	PPNO
07	Ventura County			5952215	6464

SECTION 1 - All Projects

Project Background

In Ventura County, widen a two-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a two-lane to four-lane roadway with buffered bike lanes.

Programming Change Requested

Updating CON funding to remain consistent with submitted application.

Reason for Proposed Change

Updating CON funding to remain consistent with submitted application.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A, no delays.

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Updating CON funding to remain consistent with submitted application.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

# **EXHIBIT C**

## **Performance Metrics Form**

**Hueneme Road Widening: Edison Drive to Rice Avenue  
Performance Metrics Form – Trade Corridor Enhancement Program**

<b>Existing Average Annual Vehicle Volume on Project Segment</b>		5,203,440				
<b>Existing Average Annual Truck Percent on Project Segment</b>		9.3%				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project</b>		6,096,130				
<b>Estimated Year 20 Average Annual Truck Percent on Project Segment with Project</b>		9.3%				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction (Freight)</b>	Change in Daily Vehicle Hours of Delay	All	0	235	235	Decrease
	Change in Daily Truck Hours of Delay	All (except rail)	0	22	22	Decrease
	(Optional) Person Hours of Travel Time Saved	All				
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port				
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port				
	(Optional) Other Information	All				
<b>Throughput (Freight)</b>	Change in Truck Volume	Highway, road, and port projects only	566,167	526,330	39,837	Increase
	Change in Rail Volume	Rail	N/A	N/A	N/A	N/A

	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All				
<b>System Reliability (Freight)</b>	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only				
	(Optional) Other Information	All				
<b>Velocity (Freight)</b>	Travel time or total cargo transport time	All	115,374,201	87,756,158	27,618,042	Decrease
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail				
	(Optional) Other Information	All				
<b>Air Quality</b>	Particulate Matter (PM 10)	All				
	Particulate Matter (PM 2.5)					
	Carbon Oxide (CO2)					
	Volatile Organic Compounds (VOC)					
	Sulphur Oxides (SOx)					
	Carbon Monoxide (CO)				23.7	
	Nitrogen Oxides (NOx)					
<b>Safety</b>	Number of Fatalities	Road and Land Port	0.19	0.20	0.01	Decrease
	Rate of Fatalities per 100 Million VMT		3.19	3.52	0.33	Decrease

	Number of Serious Injuries		0.88	2.2	1.32	Decrease
	Number of Serious Injuries per 100 Million VMT		14.39	38.77	24.38	Decrease
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information	All				
<b>Cost Effectiveness</b>	Cost Benefit Ratio	All	N/A	N/A	1.14	N/A
	(Optional) Other Information	All				
<b>Economic Development</b>	Jobs Created	All	652	N/A	N/A	N/A
	(Optional) Other Information	All				

## Attachment 3 Performance Metrics Calculations

Change in Daily Vehicle Hours of Delay <sup>1</sup>			
<sup>1</sup> Methodology Source: California Transportation Commission (CTC), Senate Bill 1 (SB1) Technical Performance Measurement Methodology Guidebook (The Highland Group), January 2022, Change in Daily Vehicle Hours of Delay (TCEP), 5.1.4 Instructions for the Cal B/C Sketch model, p 70. Data Source: Cal-B/C Model, Travel Time Tab, Hueneme Road Widening.			
<b>No Build Year 20 Average Annual Vehicle Volume</b>		<b>Build Year 20 Average Annual Vehicle Volume</b>	
Column C56, Peak Period Non-HOV	2,078,389	Column D56, Peak Period Non-HOV	2,228,300
Column C118, Peak Period Truck	212,407	Column D118, Peak Period Truck	228,481
Column C211, Non-Peak Period Non-HOV	3,068,754	Column D211, Non-Peak Period Non-HOV	3,300,981
Column C273, Non-Peak Period Truck	314,657	Column D273, Non-Peak Period Truck	338,469
<b>Total</b>	<b>5,674,207</b>	<b>Total</b>	<b>6,096,230</b>
<b>No Build Year 20 Average Travel Time (hours)</b>		<b>Build Year 20 Average Travel Time (hours)</b>	
0.082		0.067	
<i>Note: travel time is the same for peak and non-peak periods and for trucks and non-HOV vehicles, Column I56, I118, I211, and I273.</i>			
No Build Posted Speed (MPH)		Build Posted Speed (MPH)	
55		55	
Impacted Length (miles)		Impacted Length (miles)	
3.7		3.7	
<b>No Build Speed Limit Travel Time<sup>2</sup></b>		<b>Build Speed Limit Travel Time<sup>2</sup></b>	
0.067		0.067	
<sup>2</sup> Formula: Impacted length ÷ by posted speed			
<b>No Build Daily Vehicle Hours of Delay<sup>3</sup></b>		<b>Build Daily Vehicle Hours of Delay<sup>3</sup></b>	
235		-	
<sup>3</sup> Formula: ((No Build Annual Average Volume) × (No Build Average Travel Time) - (Speed Limit Travel Time)) ÷ 365 Days			
<b>Change in Daily Vehicle Hours of Delay</b>			<b>235</b>

Change in Daily Truck Hours of Delay <sup>1</sup>			
<sup>1</sup> Methodology Source: California Transportation Commission (CTC), Senate Bill 1 (SB1) Technical Performance Measurement Methodology Guidebook (The Highland Group), January 2022, Change in Daily Vehicle Hours of Delay (TCEP), 6.1 Instructions for the Cal B/C Sketch model, p 72. Data Source: Cal-B/C Model, Travel Time Tab, Hueneme Road Widening.			
<b>No Build Year 20 Average Annual Vehicle Volume</b>		<b>Build Year 20 Average Annual Vehicle Volume</b>	
Column C118, Peak Period Truck	212,407	Column D118, Peak Period Truck	228,481
Column C273, Non-Peak Period Truck	314,657	Column D273, Non-Peak Period Truck	338,469
<b>Total</b>	<b>527,064</b>	<b>Total</b>	<b>566,949</b>
<b>No Build Year 20 Average Travel Time (hours)</b>		<b>Build Year 20 Average Travel Time (hours)</b>	
0.082		0.067	
<i>HOV vehicles, Column I56, I118, I211, and I273.</i>			
No Build Posted Speed (MPH)		Build Posted Speed (MPH)	
55		55	
Impacted Length (miles)		Impacted Length (miles)	
3.7		3.7	
<b>No Build Speed Limit Travel Time<sup>2</sup></b>		<b>Build Speed Limit Travel Time<sup>2</sup></b>	
0.067		0.067	
<sup>2</sup> Formula: Impacted length ÷ by posted speed			
<b>No Build Daily Vehicle Hours of Delay<sup>3</sup></b>		<b>Build Daily Vehicle Hours of Delay<sup>3</sup></b>	
22		-	
<sup>3</sup> Formula: ((Build Annual Average Volume) × (Build Average Travel Time) - (Speed Limit Travel Time)) ÷ 365 Days			
<b>Change in Truck Hours of Delay</b>			<b>22</b>

Change in Travel Time <sup>1</sup>	
<sup>1</sup> Methodology Source: California Transportation Commission (CTC), Senate Bill 1 (SB1) Technical Performance Measurement Methodology Guidebook (The Highland Group), January 2022, Velocity (TCEP), 10.1.3.1 Instructions for the Cal B/C Sketch model, p 87. Data Source: Cal-B/C Model, Travel Time Tab, Hueneme Road Widening.	
Impacted Length	3.7
No Build Year 20 Average Speed E118	45
No Build Year 20 Peak Period Truck Volume C118	212,407
No Build Year 20 Non-Peak Period Truck Volume C273	314,657
Total No Build Year 20 Truck Volume	527,064
<b>No Build Travel Time Hours</b>	<b>87,756,158</b>
Formula: Project Impact Length × Average Speed × Average Volume	
Impacted Length	3.7
Build Year 20 Average Speed F118	55
Build Year 20 Peak Period Truck Volume D118	228,481
Build Year 20 Non-Peak Period Truck Volume D273	338,469
Total Build Year 20 Truck Volume	566,949
<b>Build Travel Time Hours</b>	<b>115,374,201</b>
<b>Hours of Travel Time Saved</b>	<b>27,618,042</b>

# Attachment 3 Performance Metrics Calculations

Number of Fatalities and Serious Injuries <sup>1</sup>	
Source: US Berkeley TMS/SWIFRS Database, five-year period 2016 - 2020, Hueneme Road between Edison Drive and Rice Avenue. 1Methodology Source: California Transportation Commission (CTC), Senate Bill 1 (SB1) Technical Performance Measurement Methodology Guidebook (The Highland Group), January 2022, Number of Fatalities and Number of Serious Injuries section 11.1, p 91.	
Number of Fatalities - 5-Year Total	1
<b>Number of Fatalities - Annualized</b>	<b>0.2</b>
Number of Serious Injuries - 5-Year Total	11
<b>Number of Serious Injuries - Annualized</b>	<b>2.2</b>
Total Fatalities and Serious Injuries - 5-Year Total	12
<b>Total Fatalities and Serious Injuries - Annualized</b>	<b>2.4</b>

Statewide Basic Average Crash Rate		
Rate Group	No Build	Build
Crash Rate (per million vehicle-miles)	H07 1.24	H23 0.96
Percent Fatal Crashes (Pct Fat)	1.7%	1.8%
Percent Injury Crashes (Pct Inj)	43.2%	29.0%

Collision Reduction Factors	
Roadway Departure-Longitudinal Rumble Strips and Stripes <small>Source: <a href="https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements">https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements</a></small>	13-51%
Intersections- Backplates with Retroreflective Borders <small>Source: <a href="https://highways.dot.gov/safety/proven-safety-countermeasures/backplates-retroreflective-borders">https://highways.dot.gov/safety/proven-safety-countermeasures/backplates-retroreflective-borders</a></small>	15%
Shoulder Widening <small>Source: California Transportation Commission (CTC), Senate Bill 1 (SB1) Technical Performance Measurement Methodology Guidebook (The Highland Group), January 2022, Reduction Factors for Highway Safety Projects table, p 100.</small>	30%

**Percent reduction fatality rate** 1%  
*note: limited to 1% to be conservative*

**Percent reduction injury rate** 25%  
*note: based on Collision Reduction Factors*

**Build - Percent Fatal Accidents** 0.8%  
*formula: 1.8% (original "Build") percent fatal accidents minus 1% (for safety feature)*

**Build - Percent Injury Accidents** 4.0%  
*formula: 29% (original "Build") percent fatal accidents minus 15% (for safety feature)*

Statewide Basic Average Crash Rate		
Rate Group	No Build	Build
Crash Rate (per million vehicle-miles)	H07 1.24	H23 0.96
Percent Fatal Crashes (Pct Fat)	1.7%	0.8%
Percent Injury Crashes (Pct Inj)	43.2%	14.0%

**Fatal Accidents Reduction Rate** -0.9%  
*formula: 0.8% (Build) minus 1.7% (No Build)*

**Serious Injuries Reduction Rate** -29.2%  
*formula: 14% (Build) minus 143.2% (No Build)*

Vehicle Miles Traveled - No Build	20,994,565
Vehicle Miles Traveled - Build	22,556,051

Rate of Fatalities - No Build	
Year 1:	0.00000004
Year 2:	0.00000004
Year 3:	0.00000004
Year 4:	0.00000004
Year 5:	0.00000004
Total	0.00000018
Divided by 5 Years	0.00000004
<b>Multiply by 100,000,000</b>	<b>3.52</b>

Rate of Fatalities - Build	
Year 1:	0.00000003
Year 2:	0.00000003
Year 3:	0.00000003
Year 4:	0.00000003
Year 5:	0.00000003
Total	0.00000016
Divided by 5 Years	0.00000003
<b>Multiply by 100,000,000</b>	<b>3.19</b>

Rate of Serious Injuries - No Build	
Year 1:	0.00000039
Year 2:	0.00000039
Year 3:	0.00000039
Year 4:	0.00000039
Year 5:	0.00000039
Total	0.00000194
Divided by 5 Years	0.00000039
<b>Multiply by 100,000,000</b>	<b>38.77</b>

Rate of Serious Injuries - Build	
Year 1:	0.00000014
Year 2:	0.00000014
Year 3:	0.00000014
Year 4:	0.00000014
Year 5:	0.00000014
Total	0.00000072
Divided by 5 Years	0.00000014
<b>Multiply by 100,000,000</b>	<b>14.39</b>

Fatal Accidents Trend					
0.20 (year 1)	multiply by	-0.9%	=	-0.002	0.20 plus -0.002 = 0.20
0.20 (year 2)	multiply by	-0.9%	=	-0.002	0.20 plus -0.002 = 0.20
0.20 (year 3)	multiply by	-0.9%	=	-0.002	0.20 plus -0.002 = 0.19
0.19 (year 4)	multiply by	-0.9%	=	-0.002	0.19 plus -0.002 = 0.19
0.19 (year 5)	multiply by	-0.9%	=	-0.002	0.19 plus -0.002 = 0.19
					<b>Build Average = 0.19</b>

Serious Injury Trend					
2.20 (year 1)	multiply by	-29.2%	=	-0.64	2.20 plus -0.64 = 1.56
1.56 (year 2)	multiply by	-29.2%	=	-0.45	1.56 plus -0.45 = 1.10
1.10 (year 3)	multiply by	-29.2%	=	-0.32	1.10 plus -0.32 = 0.78
0.78 (year 4)	multiply by	-29.2%	=	-0.23	0.78 plus -0.23 = 0.55
0.55 (year 5)	multiply by	-29.2%	=	-0.16	0.55 plus -0.16 = 0.39
					<b>Build Average = 0.88</b>

Jobs Created	
Total Project Cost including maintenance	\$50,158,480
Jobs Multiplier	0.000013
<b>Jobs Created</b>	<b>652</b>

# **EXHIBIT B**

## **Project Report**

### PROJECT REPORT – EQUIVALENT

**Project Title:** Hueneme Road Widening – Edison Drive to Rice Avenue  
2024 TCEP

**Project Location Description:** Hueneme Road in Unincorporated Ventura County, from Edison Drive to Rice Avenue, will be widened from 2 lanes to 4 lanes, with dual left-turn lane, buffered bike lanes, and road shoulders

This Project Report -Equivalent has been prepared under the direction of the following registered civil engineer. The registered civil engineer attest to the technical information contained herein and the engineering data upon which recommendation, conclusions, and decisions are based



Matthew Hespeneide  
Registered Civil Engineer  
4/6/26  
Date

Approval  
Recommended

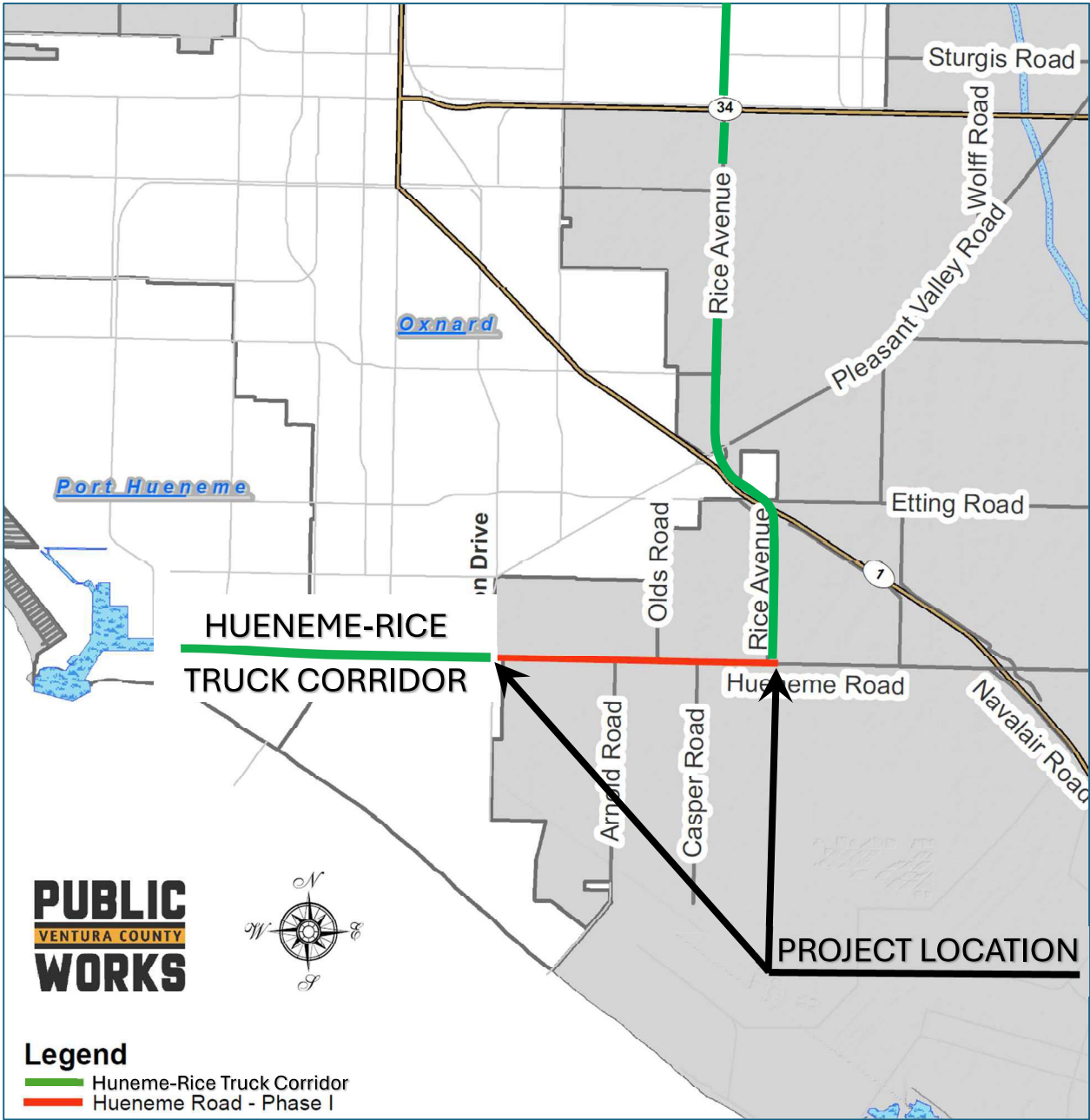
Simpson Lurie  
Deputy Director, Roads & Transportation  
4/6/26  
Date

Amick  
Director, Roads & Transportation  
4/6/26  
Date

I, Gregg Strakaluse, Director of Public Works Agency, have been given full authority by the Ventura County Board of Supervisors per Board Action September 16, 2024 Item No. 32 to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

G. Strakaluse  
Director of Public Works Agency  
04/15/2026  
Date

**VICINITY MAP**



EVIDENCE OF APPROVAL

Resolution 2024 TCEP G-25-67: Adoption of the 2024 Trade Corridor Enhancement Program

County	Freight Region	Project Title	Nominating Agency	Implementing Agency	Project Type	Total Project Cost	TCEP Funding	TCEP State	TCEP Regional	
Various	Caltrans	Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors Project	Caltrans	Gage Zero LLC	ZEV	\$ 46,022	\$ 20,177	\$ 20,177	\$ -	
						Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Oakland	\$ 14,468	\$ 6,004	\$ 6,004	\$ -
						Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Ontario	\$ 6,776	\$ 4,057	\$ 4,057	\$ -
						Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Fresno	\$ 14,432	\$ 5,989	\$ 5,989	\$ -
						Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - San Diego	\$ 9,946	\$ 4,127	\$ 4,127	\$ -
San Bernardino	Los Angeles/Inland Empire	Baker Boulevard Bridge Zero-Emission Truck Infrastructure Project	San Bernardino County Transportation Authority	San Bernardino County	Bridge Replacement & ZEV	\$ 44,856	\$ 28,912	\$ -	\$ 28,912	
						Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Bridge Component	\$ 26,795	\$ 18,369	\$ -	\$ 18,369
						Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Zero-Emission Component	\$ 15,061	\$ 10,543	\$ -	\$ 10,543
Riverside	Los Angeles/Inland Empire	State Route 60 / World Logistics Center Parkway Interchange Replacement Project	Caltrans, City of Moreno Valley	City of Moreno Valley	Highway	\$ 110,000	\$ 25,300	\$ 10,120	\$ 15,180	
Various	Caltrans	Watt EV – Port to Border California Freight Electrification Project	Caltrans	WattEV, Inc.	ZEV	\$ 27,488	\$ 13,744	\$ 13,744	\$ -	
						Port to Border California Freight Electrification (P2B) Project - Long Beach	\$ 13,744	\$ 6,872	\$ 6,872	\$ -
						Port to Border California Freight Electrification (P2B) Project - Otay Mesa	\$ 13,744	\$ 6,872	\$ 6,872	\$ -
Various	Caltrans	BP Pulse – Electric Vehicle Oasis North Project	Caltrans	bp Products North America	ZEV	\$ 28,004	\$ 10,924	\$ 10,924	\$ -	
						EV Oasis North - Livingston	\$ 7,001	\$ 2,731	\$ 2,731	\$ -
						EV Oasis North - Santa Nella	\$ 7,001	\$ 2,731	\$ 2,731	\$ -
						EV Oasis North - Redding	\$ 7,001	\$ 2,731	\$ 2,731	\$ -
						EV Oasis North - Corning	\$ 7,001	\$ 2,731	\$ 2,731	\$ -
San Bernardino	Los Angeles/Inland Empire	Interstate 10 / Riverside Avenue Freight Improvement Project	Caltrans, City of Rialto	City of Rialto	Highway	\$ 45,682	\$ 29,800	\$ 11,900	\$ 17,900	
Alameda	Caltrans	Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project	Caltrans	Forum Mobility, Inc.	ZEV	\$ 8,102	\$ 2,578	\$ 2,578	\$ -	
Ventura	Los Angeles/Inland Empire	Hueneme Road Widening – Edison Drive to Rice Avenue	Ventura County Transportation Commission	Ventura County	Local Road	\$ 17,372	\$ 11,340	\$ -	\$ 11,340	
Yolo	Bay Area/Central Valley	I-80/US 50 Managed Lanes Project	Caltrans	Caltrans	Highway	\$ 199,960	\$ 105,000	\$ 42,000	\$ 63,000	
Orange	Los Angeles/Inland Empire	Coastal Rail Infrastructure Resiliency Project*	Orange County Transportation Authority	Orange County Transportation Authority, Southern California Regional Rail Authority	Rail	\$ 314,975	\$ 80,000	\$ -	\$ 80,000	
						Coastal Rail Infrastructure Resiliency Project - Area 4 and Sand Nourishment component	\$ 206,158	\$ 51,566	\$ -	\$ 51,566
						Coastal Rail Infrastructure Resiliency Project - Emergency component	\$ 16,496	\$ 4,992	\$ -	\$ 4,992
						Coastal Rail Infrastructure Resiliency Project - Area 3 Infrastructure component	\$ 87,821	\$ 23,146	\$ -	\$ 23,146
						Coastal Rail Infrastructure Resiliency Project - Area 3 Project Management Support component	\$ 4,500	\$ 296	\$ -	\$ 296

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## 1. INTRODUCTION

The project proposes to improve the operational efficiency of Hueneme Road, an other principal arterial, from the County’s unincorporated boundary at Edison Drive to Rice Avenue (Project). The Port of Hueneme is positioned for continued growth as a preferred gateway for specialized cargo, including automobiles, break-bulk fruit, and military shipments. The Hueneme–Rice corridor serves as the primary route for moving freight from the port to U.S. Highway 101. Within the City of Oxnard, the corridor is already constructed as a four-lane facility, and Rice Avenue north of Hueneme Road is four lanes as well. The project segment, currently limited to two lanes, creates a bottleneck and is the focus of the proposed improvement project. A safety concern arises between freight trucks and passenger vehicles due to differences in operating characteristics and the high frequency of turning and merging movements. In addition to conflicts between trucks and passenger vehicles, there are also conflicts involving bicyclists.

Beyond the freight activity from the port, the corridor carries significant traffic generated by surrounding agricultural operations on the Oxnard Plain, residents of the City of Oxnard and Port Hueneme, and travelers accessing Naval Base Ventura County–Point Mugu, the Channel Islands Air National Guard Station, and Pacific Coast Highway. Hueneme Road also serves as an alternative to U.S. Highway 101 for reaching communities east of Oxnard and provides a key connection to California State University Channel Islands.

Funding for the Project Approval and Environmental Document (PA/ED) phase was provided through a combination of Highway Improvement Program funds (HIPL 5952(215)) and local dollars. Funding for the Plans, Specifications, and Estimates (PS&E), right-of-way (ROW) phases will come from a mix of Trade Corridor Enhancement Program (TCEP) funds, State Transportation Improvement Program (STIP) funds, and local contributions. The total project cost for the Build Alternative is estimated at \$50,427,000. Of this amount, \$18,427,000 is programmed through FY 2026/27 for preliminary engineering (PE) and right-of-way. Construction is estimated at \$32,000,000.

Three build alternatives and a No-Build Alternative were initially considered. Alternative 1 evaluated widening the project to the north, while Alternative 2 evaluated widening to the south. Alternative 3, the Hybrid (Build) Alternative, incorporated a combination of north- and south-side widening to minimize impacts to adjacent properties. Under this approach, the roadway alignment subtly shifts within the existing corridor to avoid the need for right-of-way relocation wherever possible and holding the intersections at Edison Drive and Rice Avenue in order to salvage a portions of the signal improvements. Overhead utilities, including both SCE transmission and distribution lines, are located along the north side of the roadway. The Hybrid Alternative was intentionally shaped to avoid extensive utility relocation and to reduce potential impacts to adjacent structures. Following preliminary screening, Alternatives 1 and 2 were rejected due to their greater property and utility

impacts. The Environmental Assessment therefore advanced the No-Build Alternative and the Hybrid (Build) Alternative for detailed study.

This project is included in SCAG’s RTP/SCS (FTIP ID. VEN170109) and more specifically identified in its Comprehensive Regional Goods Movement Plan and Implementation Strategy. It is recommended that this Project (Build Alternative) be approved and the project proceed to the final PS&E phase.

<b>Project Limit / Footprint</b>	District 7 – Ventura County Located on Hueneme Road Between Edison Drive and Rice Avenue in Ventura County
<b>Total Project Cost</b>	\$50,427,000
<b>Outputs</b>	<ul style="list-style-type: none"> <li>• 3.86 Roadway Lane-Miles</li> <li>• 3.7 Bicycle Lane-Miles</li> </ul>
<b>Outcomes</b>	(See Attachment G)
<b>Environmental Determination or Document</b>	CEQA: EIR NEPA: EA w/ FONSI

## 2. BACKGROUND

Upon completion of the Rice Avenue Extension to Hueneme Road in 2004, planning documents immediately began incorporating concepts to widen Hueneme Road to 4 lanes to assist in relieving congestion on N. Ventura Road within the cities of Port Hueneme and Oxnard. In 2005, the County of Ventura inside its Environmental Impact Report for Focused General Plan Update amended the Public Facilities Map to reflect the road widening of the Regional Road Network to accommodate the projected traffic flows.

The County’s current General Plan, Section 4: *Circulation, Transportation, and Mobility Element*, includes Policy **CTM-1.11: Safe and Efficient Goods Movement**, states:

The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme.

The 2009 Ventura County Congestion Management Program identified the roadway improvements which included Hueneme Road from Oxnard City Limits to Rice Avenue – Widen 2 to 4 Lanes in the Near-Term Project List (FY2008/09 through FY2014/15) and Hueneme Road from Rice Avenue to Las Posas Road – Widen 2 to 4 lanes in the Long-Term Project List (FY2026/27 through FY2034/35. Hueneme Road and Lewis Road are “Federally Classified Unincorporated County Roads.”

Hueneme Road is classified as a “Other Principal Arterial” (OPA) from Edison Drive to Olds Road and a “Major Collector” (MJC) from Olds Road to Laguna Road.

### 3. PURPOSE AND NEED

Roadways within Ventura County play a critical role in supporting the movement of goods throughout the region and the state. Hueneme-Rice Truck Corridor, in particular, functions as the primary freight corridor serving the Port of Hueneme. Ensuring the reliability and efficiency of this corridor is essential to maintaining regional economic vitality and supporting statewide goods-movement networks. The County’s General Plan reinforces this priority. Goal 1 of the Circulation, Transportation, and Mobility Element commits the County **“to ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.”** Consistent with that policy direction, the proposed project is intended to address existing transportation demand, enhance freight mobility, and improve safety and comfort for all roadway users, including motorists and bicyclists.

In addition to adding new pavement lane-miles, the project will construct new Class II buffered bicycle lanes along Hueneme Road between Edison Drive and Rice Avenue. These improvements will expand multimodal access, reduce conflicts between travel modes, and provide a safer, more predictable environment for bicyclists of varying skill levels. The project aligns with the County’s long-range vision for a connected active-transportation network: this segment of Hueneme Road is identified in the General Plan as part of the proposed multi-modal coastal trail. By adding buffered bike lanes and improving corridor continuity, the project supports the County’s goal **“to provide a continuous trail route along coastal areas of the County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest.”**

### 4. ENVIRONMENTAL CLEARANCE DESCRIPTION

Ventura County is the CEQA lead agency and Caltrans is the NEPA lead Agency for this project.

Regarding CEQA, the Notice of Preparation (NOP) and the Initial Study (IS) were prepared and circulated on August 14, 2023 for a 30 day public review period. At that time it was determined the project may have a significant impact on the environment and that an EIR should be prepared. The Draft EIR was circulated for a 45-day public review period, from October 1, 2025, to November 14, 2025. This Final EIR was prepared following the receipt of comments from the public and reviewing agencies during this public review period. The Final EIR addresses and responds to comments received on the Draft EIR. The EIR was adopted by the Board of Supervisors on December 16, 2025 and the NOD filed with the State Clearinghouse.

Regarding NEPA, the environmental review and consultations in accordance with applicable Federal laws for this project are carried out by Caltrans under its assumption of responsibility

pursuant to 23 USC 326 and 327. An Environmental Assessment was prepared with the following technical studies:

- Air Quality Report
- Noise Study
- Biological Review Exemption
- Archeological Survey Report
- Phase I Initial Site Assessment
- Historic Resources Evaluation Report
- Historic Property Survey Report
- Visual Impact Assessment Memorandum
- Farmland Evaluation
- Community Impacts Assessment
- Relocation Impact Memorandum
- Water Quality Assessment Report
- Hydrology Study Report
- Traffic Impact Study

The Draft EA was available for public review from November 14, 2025 to December 15<sup>th</sup>, 2025. A Public Meeting was held on December 5<sup>th</sup>, 2025. A Public Hearing request was made and the public review period extended through January 14, 2026. A Public Hearing was held on December 30, 2025, and the project is considered non-controversial. The Final EA and a Finding of No Significant Impact (FONSI) was executed on May 7, 2026 stating the proposed project will have no significant impact on the human environment.

## 5. CONSIDERATIONS REQUIRING DISCUSSION

### a) Hazardous Waste

An Initial Site Assessment (ISA) has been completed, and the following surveys are required prior to recertification and before construction activities may proceed:

- Aerially Deposited Lead (ADL)
- Pesticides and/or metals
- Yellow traffic striping and pavement markings
- Asbestos and lead-based paint

Several existing wells will require relocation to accommodate the proposed roadway widening. Prior to any ground-disturbing activities, each affected well must be properly abandoned in accordance with Ventura County and State requirements. This process includes capping, sealing, and documenting the well closure to protect groundwater resources and eliminate potential safety

hazards during construction. The design will ensure that each well cap is placed at a depth sufficient to remain below the proposed road base. Coordination with the County’s groundwater group will be required to verify compliance and to obtain all necessary approvals before construction proceeds.

**b) Value Analysis**

Value Analysis alternatives are currently under review to identify opportunities to improve project performance, reduce impacts, and enhance long-term operational efficiency. The concepts being evaluated include:

- Adjusting the proposed right-of-way footprint to avoid Southern California Edison (SCE) transmission lines, thereby minimizing utility conflicts, reducing relocation costs, and maintaining schedule reliability.
- Incorporating full-depth reclamation (FDR) to limit trucking impacts and maximize material reuse. This approach would reduce haul-off and import needs, lower construction emissions, and support a more sustainable pavement rehabilitation strategy.
- Coordinating traffic signals along the corridor to improve flow and reduce delay, particularly for freight vehicles traveling to and from the Port of Hueneme. Enhanced signal timing could also improve safety by reducing stop-and-go conditions and smoothing travel speeds.
- Modifying driveway configurations to establish more controlled access locations, which can reduce conflict points, improve sight distance, and enhance safety for all users, including trucks, passenger vehicles, and bicyclists.

Together, these alternatives are being studied to determine which combination of improvements best supports the project’s goals for safety, mobility, freight efficiency, and cost-effective delivery.

**c) Right-of-Way Issues**

The Build Alternative requires ROW and TCE. The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties. This would include approximately 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acre of Urban and Built-Up Land and Other Land. Additionally, the project would require TCE from 3.73 acres of Farmland of Statewide Importance, 3.53 acres of Prime Farmland, and 0.14 acre of Urban and Built Up Land and Other Land.

Table 1 identifies the potential impacts for each parcel, including all acquisitions and sliver takes. All remaining portions of the affected parcels would continue to be usable.

District 7 – Ventura County  
 Ventura County – Hueneme Road Widening  
 Trade Corridor Enhancement Program (TCEP)  
 June 2026

<b>Table 1</b>					
<b>Assessor's Parcel Number</b>	<b>Land Use Designation</b>	<b>ROW Area (acres)</b>	<b>Total Parcel Area (acres)</b>	<b>% Land Remaining</b>	<b>Potential Impacts</b>
231-0-030-145	Agricultural-Urban Reserve	0.31	26.06	98.81	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-300	Agricultural-Urban Reserve	0.85	69.77	98.78	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-205	Agricultural	1.13	39.07	97.10	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening, driveway conform, and removal of outdoor storage area.
232-0-032-090	Agricultural	0.49	78.55	99.37	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-070-130	Agricultural	0.42	73.12	99.42	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-285	Agricultural-Urban Reserve	0.06	9.8	99.44	Proposed ROW impacts on Teto's Produce Stand and portion of plant nursery, both would need to be relocated.
223-0-030-320	Agricultural-Urban Reserve	0.02	35.29	99.96	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening, and driveway conform
232-0-080-215	Agricultural	0.04	36.57	99.90	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-290	Agricultural	0.30	30.66	99.02	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-225	Agricultural-Urban Reserve	0.02	0.74	96.81	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

District 7 – Ventura County  
 Ventura County – Hueneme Road Widening  
 Trade Corridor Enhancement Program (TCEP)  
 June 2026

<b>Table 1 Cont.</b>					
<b>Assessor's Parcel Number</b>	<b>Land Use Designation</b>	<b>ROW Area (acres)</b>	<b>Total Parcel Area (acres)</b>	<b>Percentage of Land Remaining</b>	<b>Potential Impacts</b>
223-0-030-255	Agricultural- Urban Reserve	0.02	14.35	99.84	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-045	Urban	0.01	0.96	98.61	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-185	Urban	0.16	17.05	99.04	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-270	Agricultural- Urban Reserve	0.59	61.11	99.03	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-315	Agricultural- Urban Reserve	0.56	44.47	98.74	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-280	Agricultural- Urban Reserve	0.18	14.09	98.70	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-290	Agricultural- Urban Reserve	0.37	28.18	98.69	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-190	Agricultural	0.27	2.03	86.93	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-210	Agricultural	0.85	38.82	97.82	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-285	Agricultural	0.35	72.41	99.51	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

District 7 – Ventura County  
 Ventura County – Hueneme Road Widening  
 Trade Corridor Enhancement Program (TCEP)  
 June 2026

<b>Table 1 Cont.</b>					
<b>Assessor's Parcel Number</b>	<b>Land Use Designation</b>	<b>ROW Area (acres)</b>	<b>Total Parcel Area (acres)</b>	<b>Percentage of Land Remaining</b>	<b>Potential Impacts</b>
232-0-080-265	Agricultural	0.09	1.34	92.98	Driveway conform
232-0-080-270	Agricultural	0.09	0.93	90.65	Driveway conform
232-0-080-305	Agricultural	0.06	13.43	99.56	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening and driveway conform
232-0-070-150	Agricultural	0.38	34.57	98.90	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-070-140	Agricultural	0.29	34.52	99.15	Proposed ROW impact to garage, structure would require removal for widening of the roadway.
232-0-033-045	Agricultural	0.83	79.09	98.95	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-033-050	Agricultural	0.29	77.68	99.63	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-032-100	Agricultural	0.21	77.93	99.73	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-275	Agricultural- Urban Reserve	0.04	4.97	99.10	Proposed ROW impact on portion of plant nursery, would need to be relocated.
223-0-030-295	Agricultural- Urban Reserve	0.01	83.98	99.99	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-315	Agricultural	0.0002	12.7	100	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

**d) Environmental Issues**

Prior to construction, the County shall preserve Prime Farmland/Farmland of State Importance at a minimum 1:1 ratio (or higher if required) through acquisition of a permanent agricultural conservation easement. If suitable farmland is not available, the County shall contribute to an agricultural land mitigation fund for the purpose of preserving Prime Farmland/Farmland of State Importance.

**e) Air Quality Conformity**

Ventura County is contained within the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The project area is designated attainment area for O<sub>3</sub> (1-Hour), NO<sub>2</sub>, CO and PM<sub>10</sub>, and PM<sub>2.5</sub> and a non-attainment area for O<sub>3</sub> (8-Hour). No hot spot analysis is required for the project-level conformity determination by the Code of Federal Regulations, Title 40, Sections 93.116 and 93.123.

The project is included in conforming Regional Transportation Plan and Transportation Improvement Program. Ventura County is within SCAG's ozone nonattainment planning region. The project is included in the 2024-2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) also referred to as the Connect SoCal 2024 RTP/SCS. The project is also included in the 2024-2050 RTP/SCS, Amendment #1. The Connect SoCal 2024 RTP/SCS was found to conform by SCAG on April 4, 2024. FHWA and FTA made a regional conformity determination finding for the Connect SoCal 2024 RTP/SCS on May 10, 2024. The most recent amendment to the Connect SoCal 2024 RTP/SCS is Amendment #1, which was adopted by SCAG on September 5, 2024. The Connect SoCal 2024 RTP/SCS Amendment #1 received federal regional conformity determination approval on December 16, 2024.

The project is identified in the 2025 FTIP Amendment #25-09 as ID # VEN011202 and described as "HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD – WIDEN FROM TWO TO FOUR LANES (PHASE I)". FHWA and FTA made a regional conformity determination finding for the 2025 FTIP Amendment #25-09 on June 9, 2025.

The project's design, concept, and scope have not changed significantly from what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2024-2050 RTP/SCS Amendment #1 and the 2025 FTIP Amendment #25-09. The air quality conformity analysis prepared for these plans found that the plans, which consider regionally significant projects and financial constraints, would conform to the State Implementation Plan (SIPs) for attaining and maintaining the National Ambient Air Quality Standards (NAAQS) as provided in Section 176(c) of the FCAA. FHWA determined that the 2024-2050 RTP/SCS Amendment #1 conformed to the SIP on December 16, 2024 and that the 2025 FTIP Amendment #25-09 conformed to the SIP on June 9, 2025.

The required “Project-Level Conformity Determination Letter” from FHWA for this project is expected to be issued April 2026.

**f) Title VI Consideration**

The County of Ventura has adopted and implemented a Title VI Program Plan in compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) and related nondiscrimination authorities. The County’s Title VI Plan establishes procedures to ensure that no person shall, on the grounds of race, color, national origin, sex, age, disability, income status, or limited English proficiency, be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any program or activity receiving State or federal financial assistance. The County agrees to implement this Agreement in accordance with its adopted Title VI Plan.

The County shall include the provisions of this Title VI clause in every subcontract, subagreement, and purchase order funded in whole or in part with TCEP funds. The County shall take such action with respect to any subcontract or subagreement as the awarding agency may direct as a means of enforcing such provisions, including sanctions for noncompliance.

**g) Multimodal Considerations**

Pedestrians, bicyclists, and persons with disabilities are all users of the transportation facility, and the project must accommodate them safely. Non-motorized traveler considerations are an integral component of the widening project. In accordance with ADA guidelines, all pedestrian facilities will be designed and graded to meet current standards. During design, ADA-related deficiencies including sidewalk obstructions, gaps, detectable warning surfaces, curb ramps, level landing areas, crosswalks, and cross-slopes will be evaluated and addressed as needed.

The design includes Class IIB bike lanes in accordance with the County’s 2024 Active Transportation Plan. These buffered on-street bikeways provide enhanced separation between bicyclists and vehicular traffic, improving comfort and safety for riders of varying skill levels. The long-term intent is to create a continuous corridor that connects bicyclists to Highway 1 and California State University Channel Islands, supporting broader regional mobility and active transportation goals.

## **6. FUNDING, PROGRAMMING, AND ESTIMATE**

Funding for this project is from a combination of HIP, TCEP, STIP and local Road Fund contributions. ROW is funded in 26/27 fiscal year at \$15,000,000. Construction is estimated in 29/30. The total cost of construction is estimated at \$32,000,000.

Table 2.

<b>Fund Source</b>	<b>PA&amp;ED</b>	<b>PSE</b>	<b>ROW Capital</b>	<b>Construction</b>	<b>Total</b>
HIP	1,172				1,172
TCEP		840	10,500		11,340
STIP		277	3,467		3,744
LOCAL	1,055	83	1,033	32,000	34,171
<b>Total</b>	<b>2,227</b>	<b>1,200</b>	<b>15,000</b>	<b>32,000</b>	<b>50,427</b>

Costs in Thousands

## 7. DELIVERY SCHEDULE

<b>Project Milestones</b>	<b>Milestone Date</b>	<b>Milestone Designation</b>
Program Project (HIP Funds)	3/7/2022	Actual
Being Environmental	3/30/2022	Actual
Complete NEPA Circulation	1/14/2026	Actual
End PA&ED	5/15/2026	Target
Begin PS&E	10/15/2026	Target
Right of Way Certification	9/30/2029	Target
Ready to List	12/30/2029	Target
Award	6/30/2030	Target
Approve Contract	12/1/2030	Target
End Project Expenditures	6/30/2031	Target
Final Project Closeout	6/30/2032	Target

## 8. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination with the City of Oxnard and agreement with the property owners on Hueneme Road for acquisition of property necessary to construct the project. The County will enter into an agreement with utility owners for the relocation of existing utilities within the project area that are in conflict with the proposed improvements.

## 9. RISKS

The primary project risk involves completing utility coordination and finalizing construction-ready designs with the City of Oxnard, Southern California Edison, Calleguas Municipal Water District, and the U.S. Navy in a timely manner. At this stage, the risk associated with executing utility relocation agreements is minimal. SCE overhead is expected to be a part of the County's franchise agreement. The County and its design consultant continue to actively engage all utility owners to resolve outstanding design items and confirm any required agreements. Each agency has been cooperative, and negotiations with the County have been consistently positive to date.

## 10. ADDITIONAL INFORMATION

### a) Public Hearing Process

Regarding CEQA, the following public outreach meetings were held in 2025:

- Week of March 10, 2024: County representatives met with adjacent property owners to disclose impacts anticipated as part of the project.
- April 15, 2024: A public information meeting was held to present the project background, proposed project design, environmental process, anticipated schedule, and opportunities for the public to participate as the project advances.

The 45-day public comment period began on October 1, 2025, and ended on November 14, 2025. Two written comments were received during the public review period.

Regarding NEPA, the draft EA was made available between November 14, 2025 to January 14, 2026.

A Public Meeting was held on December 5, 2025 and a Public Hearing was held on December 30, 2025. One adjacent property owner attended, and their comments primarily focused on right-of-way concerns rather than the EA directly. The County has explained the right-of-way process required under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) and will continue to minimize property impacts to the maximum extent feasible.

The project has not generated any community opposition.

### b) Permits

No work is proposed within waters of the United States, nor does the project alter the bed, channel, or bank of any river, stream, or lake. Because all construction activities occur outside jurisdictional features, the project does not trigger permitting requirements under Section 404 of the Clean Water Act, Section 401 Water Quality Certification, or California Fish and Wildlife Code Section 1602. The project remains entirely within previously disturbed upland areas and does not involve any activity that would modify, fill, or otherwise affect jurisdictional waterways.

The project will require coverage under the SWRCB NPDES General Construction Permit, which regulates stormwater discharges associated with construction activity. In addition, the County's MS4 Permit (Order R4-2021-0105) may trigger requirements for post-construction stormwater management, including the incorporation of runoff-reduction and water-quality BMPs. These measures may need to be integrated into the project design to ensure long-term compliance with hydromodification, infiltration, and treatment standards.

Additional permits and coordination may include:

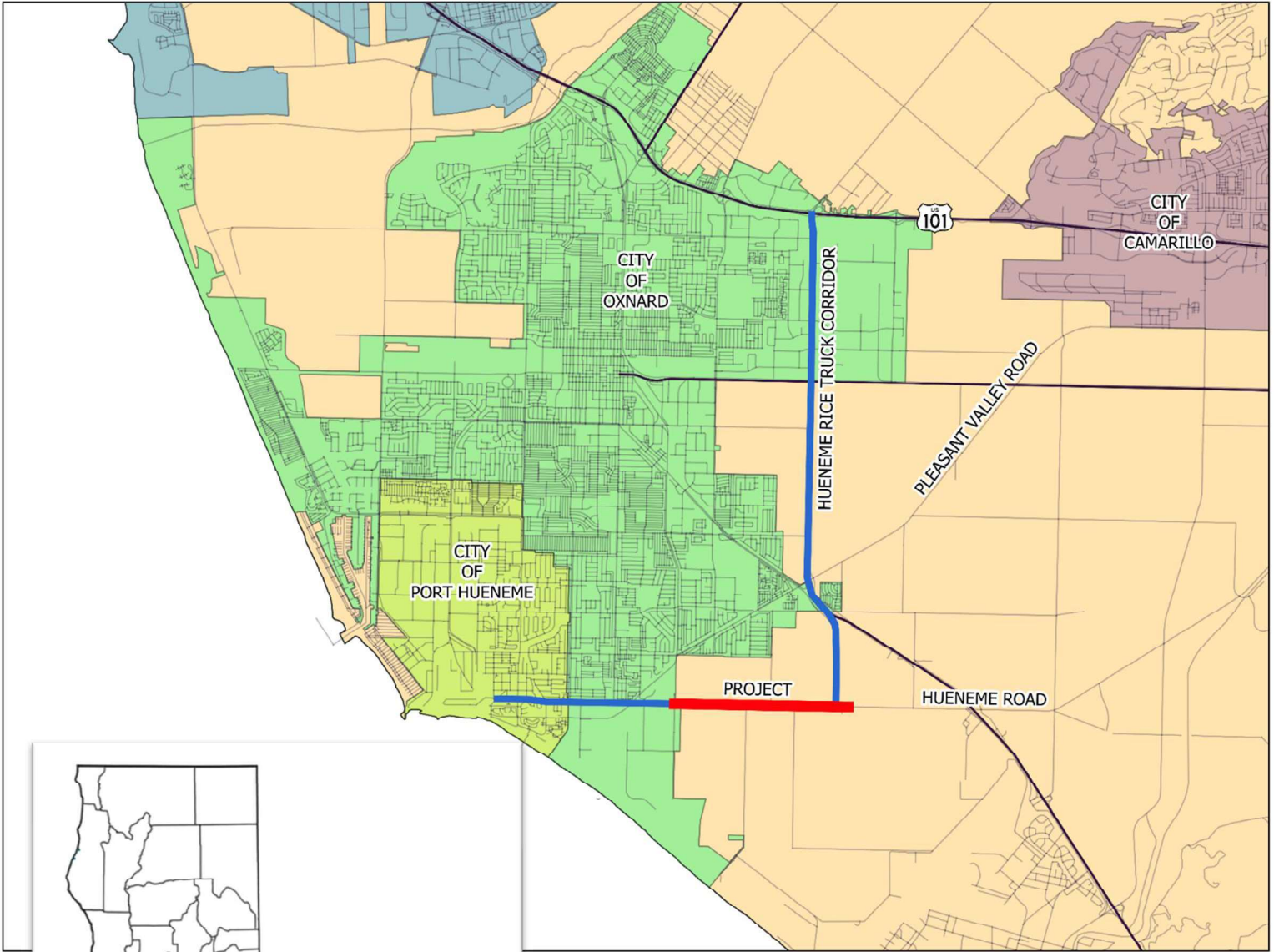
1. City of Oxnard encroachment permit for transitional work west of Edison Drive.
2. Natural Resources Conservation Service (NRCS) form regarding loss of farmland

**c) Transportation Management Plan**

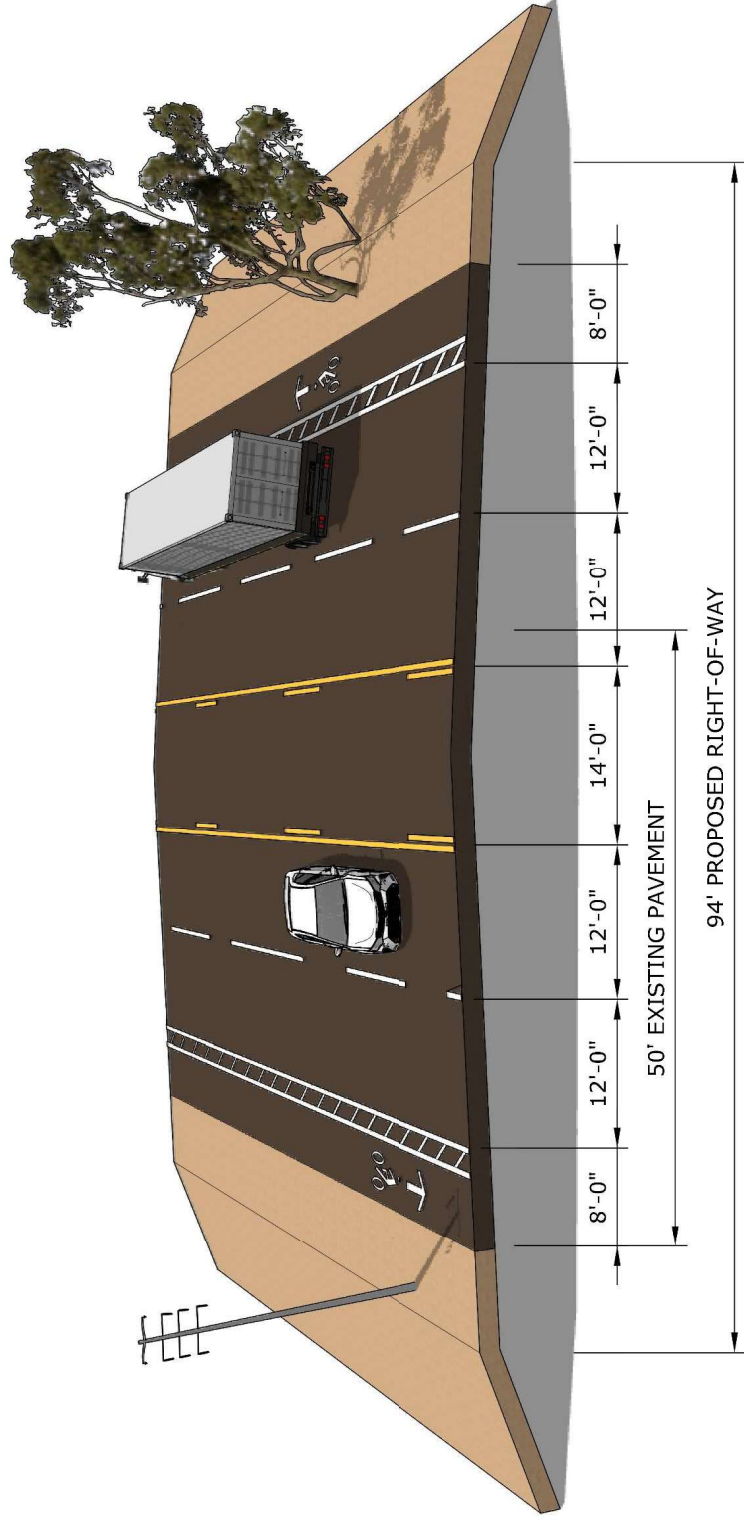
A comprehensive Transportation Management Plan (TMP) will be implemented to maintain mobility and minimize disruptions throughout construction. Two lanes of traffic will be generally maintained at all times to preserve corridor capacity and reduce delays for commuters, goods movement, and emergency responders. The TMP will incorporate phased construction sequencing, temporary striping, and traffic control measures designed to keep vehicles moving safely through the work zone.

Additional elements of the TMP may include reduced speed zones, temporary signage, flagging operations, and advance public notifications to alert drivers of changing conditions. Access for residents, businesses, pedestrians, bicyclists, and transit services will be maintained to the greatest extent feasible. The TMP will be refined during final design to ensure safe and efficient operations for all roadway users during each stage of construction.

# Attachment B: Location Map



# Attachment C: Cross Section



## Attachment D: Construction Estimate

### CONSTRUCTION COST ESTIMATE

Hueneme Widening Phase 1  
Widen to 4-lanes and  
Median Left Turn Channelization

	Unit	Quantity	Item Price	Unit Cost
1 Mobilization	LS	1	\$ 1,000,000.00	\$ 1,000,000.00
2 Lead Compliance Plan	LS	1	\$ 5,000.00	\$ 5,000.00
3 Dust Control Plan	LS	1	\$ 10,000.00	\$ 10,000.00
4 Construction Area Signs	LS	1	\$ 10,000.00	\$ 10,000.00
5 Traffic Control System	LS	1	\$ 500,000.00	\$ 500,000.00
6 CMS Boards	EA	2	\$ 5,000.00	\$ 10,000.00
7 Job Site Management	LS	1	\$ 10,000.00	\$ 10,000.00
8 SWPPP	LS	1	\$ 5,000.00	\$ 5,000.00
9 Clearing & Grubbing	LS	1	\$ 100,000.00	\$ 100,000.00
10 Clearing & Grubbing (Farm Roads)	LS	1	\$ 100,000.00	\$ 100,000.00
11 Demo (TKO Properties)	LS	1	\$ 25,000.00	\$ 25,000.00
12 Remove Tree (4-12")	EA	200	\$ 1,000.00	\$ 200,000.00
13 Basin Excavation	CY	5,000	\$ 60.00	\$ 300,000.00
14 Channel Excavation	CY	50,000	\$ 60.00	\$ 3,000,000.00
15 Roadway Fill	CY	50,000	\$ 80.00	\$ 4,000,000.00
16 FDR - C	SQYD	60,000	\$ 15.00	\$ 900,000.00
17 Class II AB	CY	20,000	\$ 100.00	\$ 2,000,000.00
18 Hot Mix Asphalt (Type A)	TON	22,000	\$ 180.00	\$ 3,960,000.00
19 Rubberized Hot Mix Asphalt	TON	11,000	\$ 200.00	\$ 2,200,000.00
20 Minor Hot Mix Asphalt (Misc. Areas)	TON	2,000	\$ 400.00	\$ 800,000.00
21 AC Dike	LF	10,000	\$ 50.00	\$ 500,000.00
22 Rumble Strips	MI	4	\$ 10,000.00	\$ 40,000.00
23 Shoulder Backing	MI	4	\$ 15,000.00	\$ 60,000.00
24 Lower Manholes/Valve Cans	EA	50	\$ 1,000.00	\$ 50,000.00
26 Adjust Manhole to Grade	EA	50	\$ 3,000.00	\$ 150,000.00
27 Signal Modifications @ Edison	LS	1	\$ 500,000.00	\$ 500,000.00
28 Signal Modifications @ Olds	LS	1	\$ 500,000.00	\$ 500,000.00
29 Signal Modifications @ Rice	LS	1	\$ 500,000.00	\$ 500,000.00
31 Electrical Conduit	LF	1,000	\$ 100.00	\$ 100,000.00
32 Metal T Post Silt Fence	LF	10,000	\$ 10.00	\$ 100,000.00
33 Chain Link Fence (CL-6)	LF	5,000	\$ 50.00	\$ 250,000.00
34 Slide Gates	EA	6	\$ 30,000.00	\$ 180,000.00
35 Hydrant Assembly	EA	6	\$ 15,000.00	\$ 90,000.00
36 Air Release Valve Assembly	EA	10	\$ 10,000.00	\$ 100,000.00
37 Sampling Station Assembly	EA	10	\$ 10,000.00	\$ 100,000.00
38 Double Check/Backflow Assembly	EA	3	\$ 15,000.00	\$ 45,000.00
39 Roadway Sign	EA	25	\$ 500.00	\$ 12,500.00
40 Thermoplastic Pavement Marking	LS	1	\$ 150,000.00	\$ 150,000.00
<b>Subtotal</b>				<b>\$22,562,500.00</b>

Contingency (15%)	\$ 3,384,375.00
Construction Management (10%)	\$ 2,256,250.00
	<b>\$28,203,125.00</b>

Escalated Value (3.2% over 4 years)	\$31,990,131.21
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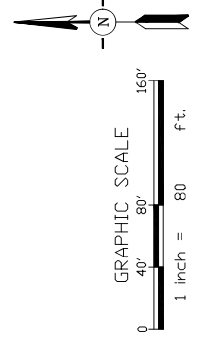
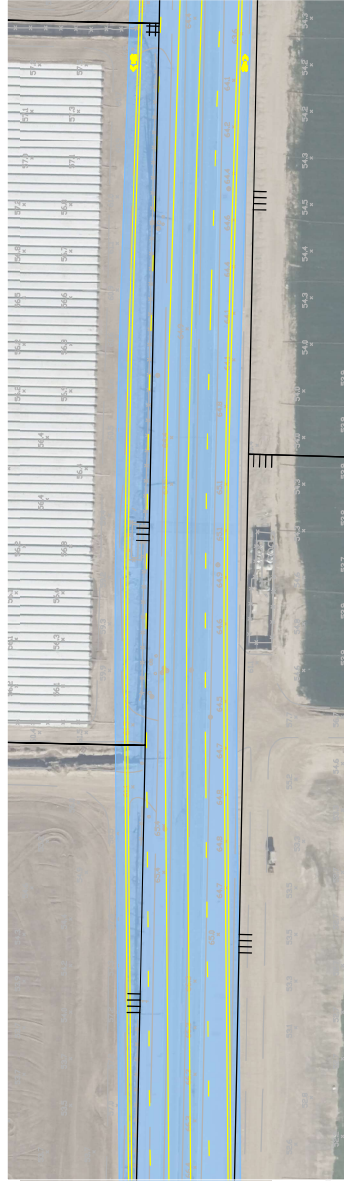
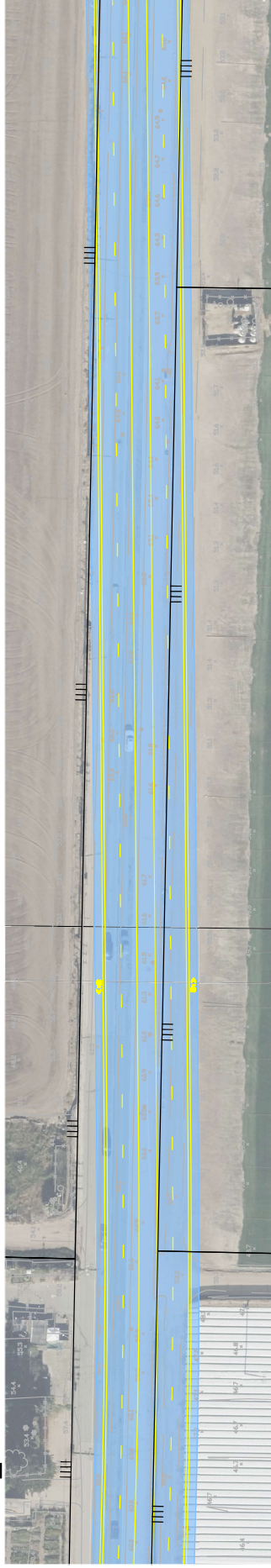
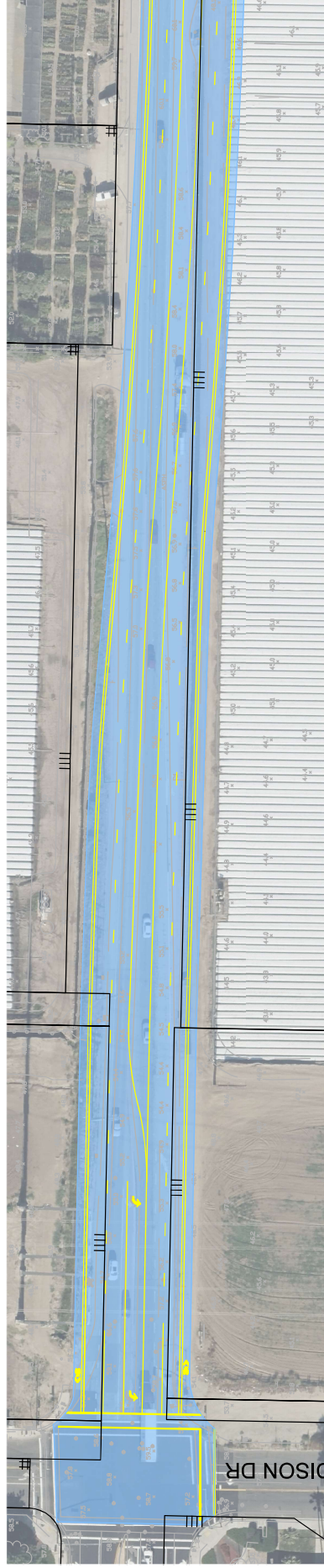
<b>ROUND OFF TO</b>	<b>\$32,000,000</b>
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Prepared By: Matt Hesperheide

2/10/2026

Checked By: Gianfranco Laurie

2/11/2026

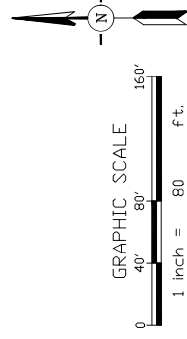
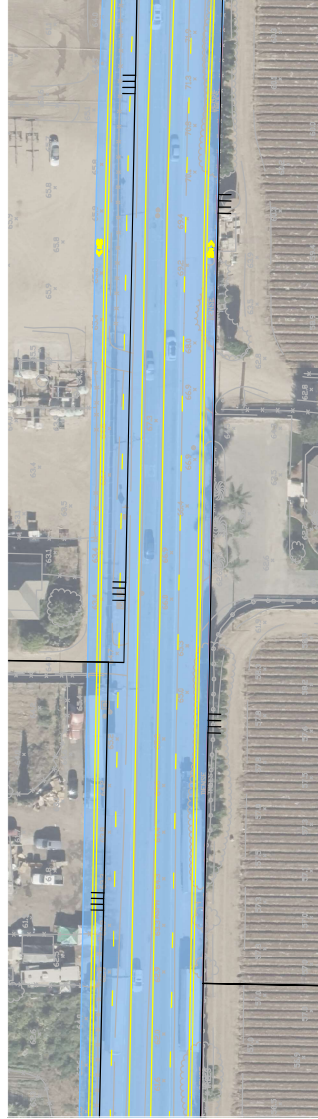
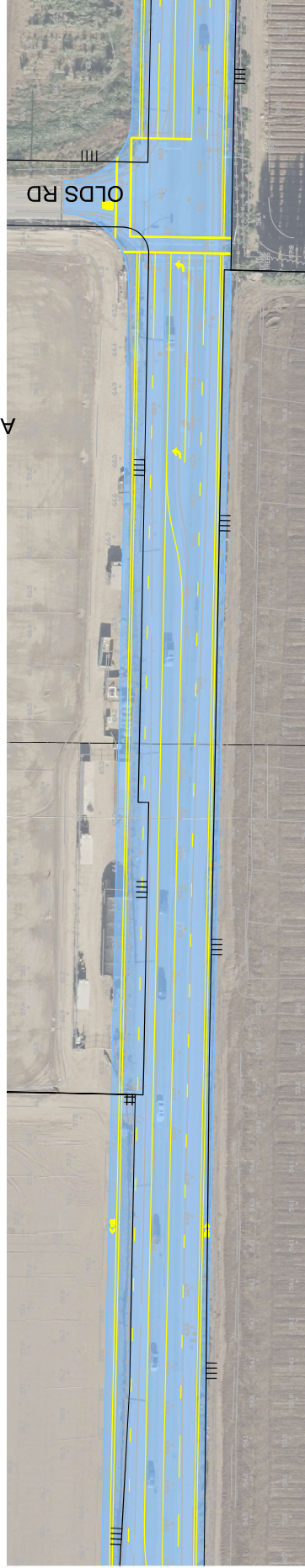


**COUNTY OF VENTURA  
PUBLIC WORKS AGENCY  
ROADS & TRANSPORTATION**

**HUENEME ROAD  
PRELIMINARY LAYOUT  
ATTACHMENT F**

PROJ. NO.  
**50629**

SHEET **1**  
OF **4**



SHEET 2  
OF 4

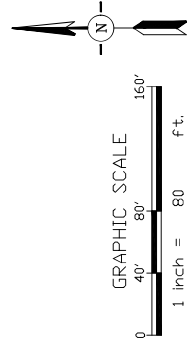
**HUENEME ROAD  
PRELIMINARY LAYOUT  
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**COUNTY OF VENTURA  
PUBLIC WORKS AGENCY  
ROADS & TRANSPORTATION**



CASPER RD

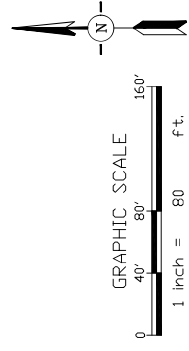
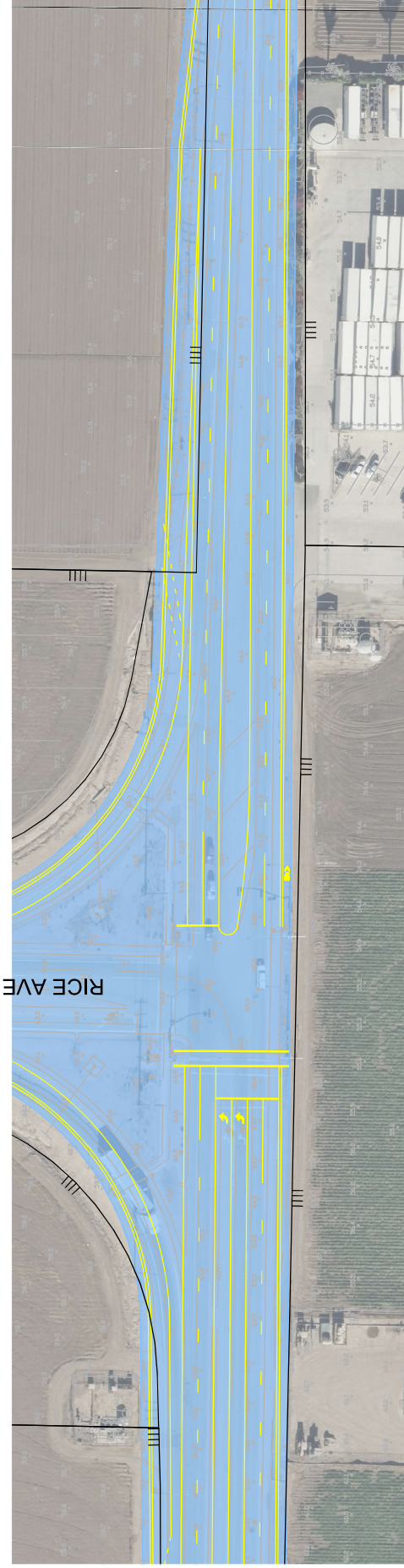


SHEET 3  
OF 4

**HUENEME ROAD  
PRELIMINARY LAYOUT  
ATTACHMENT F**

PROJ. NO.  
**50629**

**COUNTY OF VENTURA  
PUBLIC WORKS AGENCY  
ROADS & TRANSPORTATION**



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 PROJ. NO.  
 50629

**HUENEME ROAD  
 PRELIMINARY LAYOUT  
 ATTACHMENT F**

SHEET 4  
 OF 4

**COUNTY OF VENTURA  
 PUBLIC WORKS AGENCY  
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