



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

Thursday, December 15, 2016, 9:00 a.m.
Camarillo City Hall, Administrative Conference Room
601 Carmen Road, Camarillo, CA

AGENDA

- ITEM 1 **CALL TO ORDER**

- ITEM 2 **INTRODUCTIONS & ANNOUNCEMENTS**

- ITEM 3 **PUBLIC COMMENTS:** Any member of the public may address the Committee for up to two minutes on any subject within the jurisdiction of the Committee that is not scheduled for a public discussion before the Committee.

- ITEM 4 **AGENDA ADJUSTMENTS**

- ITEM 5 **APPROVAL OF MINUTES – For Action**
 - Recommendation: Waive the reading and approve the minutes of the September 15, 2016 and the October 20, 2016 meetings.

- ITEM 6 **CALTRANS LOCAL ASSISTANCE UPDATES – For Information**

- ITEM 7 **SANTA PAULA BIKE PATH PROJECT FUNDING INCREASE – For Action**
 - Recommendation: Approve programming of \$824,834 in CMAQ funds to cover the unanticipated additional cost to award the contract to complete the Santa Paula Bike Trail project.

- ITEM 8 **CALTRANS LOCAL DEVELOPMENT INTERGOVERNMENTAL REVIEW INTERIM GUIDANCE - For Information**

- ITEM 9 **ACTIVE TRANSPORTATION PROGRAM CYCLE 3 CALL FOR PROJECTS UPDATE AND**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Committee meeting, please contact the Clerk of the Committee at (805) 642-1591 ext. 111. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

**INFORMATION ON ADVANCING FUNDS FOR ATP PROJECT DESIGN AND CONSTRUCTION
UPDATE – For Information**

- ITEM 10 STATUS OF DELEGATION TO CALTRANS OF NEPA APPROVAL – For Information**
- ITEM 11 CAMARILLO’S SANTA ROSE ROAD WIDENING PROJECT PRESENTATION – For Information**
- ITEM 12 FUTURE AGENDA ITEMS**
- 2017 Meeting Calendar (January)
 - Election of Officers (January)
 - Issues or Topics for Caltrans Quarterly Meetings
 - Periodic Highway Construction Updates
 - Regional Transportation Funding & Planning
 - Congestion Management Program – New VMT Standard
- ITEM 13 ADJOURNMENT**

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Meeting Summary

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

CAMARILLO CITY HALL
ADMINISTRATIVE CONFERENCE ROOM
601 CARMEN DRIVE, CAMARILLO, CA
THURSDAY, SEPTEMBER 15, 2016
9:00 A.M.

MEMBERS PRESENT:

Ken Matsuoka, City of Camarillo
Thang Tran, City of Camarillo
Farhad Zaltash, City of Oxnard
Butch Britt, City of Port Hueneme
John Ilasin City of Santa Paula
Kamran Panah, City of Simi Valley
Cliff Finley, City of Thousand Oaks
Jeff Hereford, City of Ventura
Tom Mericle, City of Ventura (Chair)
Anitha Balan, County of Ventura
David Fleisch, County of Ventura

Claire Johnson-Winegar, Gold Coast Transit
Ben Cacatian, Ventura County Air Pollution Control District
Fred Bral, Caltrans
Morris Zarbi, Caltrans
Robert Wong, Caltrans

MEMBERS ABSENT:

City of Fillmore
City of Moorpark
City of Ojai
Port of Hueneme

VCTC STAFF PRESENT:

Peter De Haan
Judy Johnduff

ITEM 1 CALL TO ORDER

Chair Mericle called the meeting to order at 9:10: a.m.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

Mr. De Haan introduced the new VCTC Administrative Assistant, Jeni Eddington.

ITEM 3 PUBLIC COMMENT

None.

ITEM 4 JUNE 16, 2016 MEETING MINUTES

Fleish moved to approve the June 16, 2016 meeting minutes. Matsuoka seconded the motion. The motion passed with no objections.

ITEM 5 CALTRANS LOCAL ASSISTANCE UPDATES

Morris Zarbi, Caltrans District 7, asked that numbers be actual, not rounded, when submitting requests for authorization. He stated that when the project is not in the current Federal Fiscal Year, a memo from VCTC is required. Mr. Zarbi also stated that the funds are available on a first-come first-serve basis and although an application is submitted on time, the funds may no longer be available.

Robert Wong, Caltrans District 7, said that there are about 15 days remaining in the fiscal year and all Ventura County projects have been processed. He added that the 2016 Earmark Repurposing effort was successful. Two Ventura County cities will now be able to use \$3M worth of earmarked funds that have been repurposed.

ITEM 6 DISCUSSION OF CMAQ AND TDA ARTICLE 3 BICYCLE & PEDESTRIAN PROGRAMS

Peter De Haan, VCTC, gave a brief history of the CMAQ and TDA Article 3 Bicycle & Pedestrian Programs. He stated that CMAQ is the main source of funding for bicycle and pedestrian projects. TDA amounts to \$650,000 each year with 25% allocated to maintenance.

Mr. De Haan said that VCTC is proposing that the calls for project from CMAQ and TDA be combined, with both TTAC and CTAC reviewing the priorities. He said that there would be a need to divide the roles and tasks of each committee.

Discussion

Chair Mericle asked if the time-frame for calls for project would be affected.

Mr. Fleisch said that if Measure AA passes, then the criteria for projects should be consistent. He suggested that the Committee be presented with the Bicycle Master Plan in the near future and that this agenda item be presented as an action item at the November meeting.

The Committee discussed whether CTAC should review TTAC's recommendation or make the initial ranking of projects.

The Committee discussed the various funding sources and the order in which projects should be presented in order to leverage matching funds from other funding sources.

Mr. De Haan responded that calls for project would take place in spring 2017 rather than fall 2016. He said that if Measure AA passes then the call for projects could include both CMAQ and sales tax money.

ITEM 7 ATP TEN-POINT CRITERIA FOR VENTURA COUNTY PROJECTS

Judy Johnduff, VCTC, provided a brief background and summary of the application review process for the Active Transportation Program (ATP). She stated that up to ten additional points were awarded to various projects that that are consistent with one or more of the twenty-one identified regional/local plans and five points if the project is a Safe Routes to Schools project. She said that seven projects met the criteria with six of the seven projects being awarded an additional ten points and the seventh project being awarded five additional points.

Finley moved, seconded by Fleisch, to approve additional points for Ventura County projects as shown in Table 1 (Attachment 1) allowing the Ventura County Transportation Commission (VCTC) to advance competitive applications for grant funds in the SCAG Regional Cycle 3 Active Transportation Program (ATP).

ITEM 8 CALIFORNIA TRANSPORTATION PLAN (CTP)

Wilford Melton, Caltrans, gave an overview of the California Transportation Plan 2040 (CTP2040) which is the statewide, long-range transportation plan done every five years with a 20-year horizon. Mr. Melton shared Federal and State legislation associated with the plan.

Mr. Melton said that the CTP2040 is important because 1) it allows us to better understand interregional travel patterns and promote system cohesiveness; 2) provides a summary of trends, challenges and themes from around the state; 3) offers a forum to elevate issues to policy and decision makers, and better coordination in general; 4) provides data consistency and transparency on interregional and freight movement; and 5) models what kind of system is needed to reach California's greenhouse gas (GHG) reduction goals.

Mr. Melton said that the plan integrates statewide programs; regional plans and sustainable communities strategies; and modal plans including the Highway Plan, Transit Plan, Freight Plan, Aviation Plan, Rain Plan and Bike & Ped Plan.

With regard to the goals of managing GHG emissions so that they are the same levels in 2020 as they were in 1990 and 80% below the 1990 levels in 2050, Mr. Melton presented three scenarios. Scenario 1 includes MPO and State Modal Plans. Scenario 2 includes the MPO and State Modal Plans plus the CTP2040 package of GHG reduction transportation strategies. Scenario 3 includes the components of Scenario 2 plus a fleet mix of additional future fuel efficiencies and vehicle technologies designed to meet GHG emission reduction goals for 2020 and 2050. He said that Scenario 3 is the only scenario that meets the GHG goals and assumes that 1) fuel efficiency will be four times higher in 2050 for light duty vehicles and fifty times higher for heavy duty vehicles by 2030 and 2) zero emission vehicles will represent 12% of all sales by 2030 with approximately 20 million zero emissions vehicles on the road by 2050.

Mr. Melton discussed the implementation highlights such as improving transit; improving efficiency and technologies of the highways and roads; improving freight efficiency and the

economy, and improving communities. Other implementation highlights include 1) Fix it First; 2) reducing transportation-system deaths and injuries; 3) expanding the use and safety of bike and pedestrian facilities; making our vehicles and transportation fuels cleaner; improving public health and achieving climate/environmental goals; and securing permanent, stable, and sufficient transportation revenue.

Mr. Melton stated that public participation in the process included policy and technical advisory committees, public and tribal webinars, tribal listening sessions, public workshops, and statewide focus groups. He said that outreach methods included a public participation website, focus groups, a comprehensive database of stakeholder groups, printed material and other media, regional workshops, presentations to stakeholder groups, social media and surveys.

Discussion

Mr. Fleisch asked if the program is limited to State bridges. He said that in Scenario 3, the primary gain stems from switching to alternative fuel vehicles. He said that those working at the local level have to focus on behavior change and infrastructure, not the way cars are built.

Mr. Melton responded that he is not certain which bridges are included and will get back to the Committee with an answer.

ITEM 9

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS

Daniel Kopulsky, Caltrans, presented the Caltrans Sustainable Transportation Planning Grant Program. He said that the overarching objectives identified to ensure consideration of state priorities/objectives include sustainability, preservation, mobility, safety, innovation economy, health, and equity.

Mr. Kopulsky said that the Strategic Partnerships Grants are funded by the Federal Highway Administration. There are approximately \$1.5 million available for the FY17-18 grant cycle.

Mr. Kopulsky said that primary applicants include Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) with a current Master Fund Transfer Agreement with Caltrans Headquarters Office of Regional Planning. He said that the cities, counties, and transportation agencies can be sub applicants but would need to apply through the Southern California Association of Governments (SCAG) who would be the lead applicant.

Mr. Kopulsky said that a new element of the grant specific objectives in the "Climate-Ready Transportation" element which connects the grant program to the Governor's Executive Order B-30-15.

Mr. Kopulsky said that the Sustainable Communities Grants require an 11.47% local match of the total project amount and that cities and counties are eligible to apply as the primary applicants. The budget for this grant is \$7.8 million for the FY17-18 grant cycle.

Mr. Kopulsky said that the grant specific objectives are to 1) identify and address mobility deficiencies in the multimodal transportation system including the needs of environmental

justice and disadvantaged communities; 2) encourage stakeholder collaboration, 3) involve active public engagement, 4) integrate Smart Mobility 2010 concepts, and 5) result in programmed system improvements.

Mr. Kopulsky reviewed the anticipated schedule for the FY16-17 grant awards. He stated that the deadline is November 4, 2016 with notifications of award being issued in April 2017.

Discussion

Mr. Fleisch asked what “Climate-Ready Transportation” means.

Mr. Kopulsky responded that Climate-Ready Transportation leads to a reduction in greenhouse gases over time.

Ms. Johnson-Winegar recommended that information be sent to TRANSCOM so that the presenter does not have to come twice.

ITEM 10 UPDATE ON SCAG’S SUSTAINABILITY PLANNING GRANT/ATP SUPPLEMENTAL CALL FOR PROJECTS

Ms. Johnduff, VCTC, updated the Committee on the Southern California Association of Government’s (SCAG) Sustainability Planning Grant and Active Transportation Program (ATP) supplemental call for projects. She said that SCAG is using part of their non-infrastructure money, some ATP Cycle 3 funds, along with other SCAG-region funds to provide active transportation planning grants.

Ms. Johnduff said that while ATP had limited the projects to those that benefit disadvantaged communities, SCAG is accepting project submittals for all communities. She said that the program will fund three types of projects: community or area-wide active transportation plans including First-Last Mile Plans; non-infrastructure projects; and project level planning exercises.

Discussion

Chair Mericle asked if the grant funds would pay for environmental clearance elements of a plan. The Committee discussed the funding challenges associated with environmental clearance faced by the City of Oxnard and the City of San Francisco.

Mr. Fleisch suggested a submittal for an unincorporated county Safe Routes to School plan. He asked if funds could be used for the circulation element of the County’s General Plan.

Mr. Joseph Briglio, SCAG, responded that the money can be used for the circulation element and shared examples of eligible projects including: active transportation plans; circulation plans associated with human events; grant writing assistance; transit and/or land-use integration; and innovative financing strategies. He said that these funds can also be used to leverage other monies.

ITEM 11 FUTURE AGENDA ITEMS

Mr. Fleisch suggested that the Committee receive a bike wayfinding presentation at the November meeting.

The City of Camarillo may make a presentation on Santa Rosa Road in November or December.

Steve De George, VCTC, may make a presentation to the Committee in January or February of 2017 about Vehicle Miles Travelled (VMT).

ITEM 12 ADJOURNMENT

Chair Mericle adjourned the meeting at 10:39 a.m.

DRAFT



Meeting Summary

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

CAMARILLO CITY HALL
ADMINISTRATIVE CONFERENCE ROOM
601 CARMEN DRIVE, CAMARILLO, CA
THURSDAY, OCTOBER 20, 2016
9:00 A.M.

MEMBERS PRESENT:

Ken Matsuoka, City of Camarillo
Sean Corrigan, City of Moorpark
Kamran Panah, City of Simi Valley
Tom Mericle, City of Ventura
Mike Tohidian, City of Thousand Oaks
Anitha Balan, County of Ventura
John Demers, Port of Hueneme

Fred Bral, Caltrans
Robert Wong, Caltrans
Morris Zarbi, Caltrans
Matt Miller, Gold Coast Transit District

MEMBERS ABSENT:

City of Fillmore
City of Ojai
City of Oxnard
City of Port Hueneme
City of Santa Paula

Ventura County Air Pollution Control District
California Highway Patrol

VCTC STAFF PRESENT:

Peter De Haan, Program
Director Steve DeGeorge, Planning and Technology Director
Martin Erickson, Public Transit Director

ITEM 1 CALL TO ORDER

Chair Mericle called the meeting to order at 9:09 a.m.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

None.

ITEM 3 PUBLIC COMMENT

None.

ITEM 4 AGENDA ADJUSTMENTS

None.

ITEM 5 SEPTEMBER 15, 2016 MEETING MINUTES

This item was deferred to the next meeting.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATES

Robert Wong announced the workshop scheduled for October 25, 2016 at the Camarillo Library.

ITEM 7 VENTURA COUNTY TRAFFIC MODEL (VCTM) UPDATE

Jennifer Martin and Vigen Davidian, Iteris, presented the Ventura County Traffic Model including an overview, how it is validated, calibrated, and the outputs. Mr. Davidian said that the model needs to meet key application needs such as VCTC's Highway and Multi-Modal Planning; the County's General Plan Update; and SB743. He said that they leveraged the existing model's features to create a comprehensive yet simple tool that is schedule driven to meet General Plan needs.

Ms. Martin, said that the model is based on the SCAG 2016 Regional Transportation Plan (RTP) / Sustainable Communities Solution (SCS) Regional Travel Model and was improved by converting land use to socio-economic data; adding an active transportation in the mode choice; adding special generator; and adding specialized and standardized outputs.

Ms. Martin said that the model requires validation since the SCAG model was regional for six counties and this model is for a single county. She stated that trip rates, regional boundaries, agriculture trips, transit trips, mode choice coefficients and trip distribution need to be calibrated for the county. She said that Committee guidance is welcome.

Mr. Davidian said that they need access to local knowledge to get the key components right. He specifically asked the Committee for data related to trip rates for various land uses, direction of validation parameters, and the location screen-lines.

Discussion

Mr. DeGeorge recommended that Iteris provide the Committee with a packet that includes the lines and other relevant data for their review at their leisure.

Tom Mericle said that the City of Ventura could provide information and data and suggested a subcommittee to work with Iteris as well as a study session. He asked how the timing of the

model plays into the widening of Highway 101. Chair Mericle asked how the model relates to the Ventura County Master Plan (CMP) update

Robert Wong, Caltrans, asked how the cities will know how their projects fit into the model.

Sean Corrigan, City of Moorpark, asked when the model will be available and whether or not private consultants are being used to provide data.

Mr. DeGeorge responded that the Real-time Transport Protocol (RTP) is based on funds available. He said that the model will be available in May 2017 and that data from private consultants is welcome. Mr. DeGeorge responded that the model will be complete prior to the Highway 101 widening project and that the County Master Plan needs to follow this process.

ITEM 8 STATUS OF FEDERAL SURFACE TRANSPORTATION PROGRAM (STP) AND CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECTS

Mr. De Haan, VCTC, asked that the Committee review the table of upcoming STP and CMAQ projects and inform staff of any revisions that should be made. He said that it is particularly important to have the correct status information and schedule for projects in the upcoming fiscal year.

Discussion

The Committee reviewed the attachments and provided updates as to which fiscal year various elements of their projects would be complete.

ITEM 9 UPDATE TTAC MEMBERS DESIGNATION LETTERS

Mr. De Haan requested that each member agency provide a letter of designation with respect to voting members and their alternates.

ITEM 10 FUTURE AGENDA ITEMS

The City of Camarillo may make a presentation on Santa Rosa Road in November or December.

ITEM 11 ADJOURNMENT

Chair Mericle adjourned the meeting at 10:35 a.m.

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DATE: DECEMBER 15, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: SANTA PAULA BIKE PATH PROJECT FUNDING INCREASE

RECOMMENDATION:

- Approve programming of \$824,834 in CMAQ funds to cover the unanticipated additional cost to award the contract to complete the Santa Paula Bike Trail project.

BACKGROUND:

At the June meeting, the Committee approved the programming of \$382,231 to cover a cost increase in the Santa Paula Bike Trail project, which was about to award a final contract to provide pedestrian/bicycle railroad crossings at nine locations in order to complete the original project scope. Based on the low bid the City is short another \$824,834, which the City has requested from VCTC (Attachment 1) with supplementary explanation (Attachment 2).

Given the multiple VCTC allocations to this project, staff is providing the following history summarizing the timing and amounts of VCTC's commitments:

1998: VCTC committed \$1,770,000 in CMAQ from the TEA-21 call for projects to build a bike trail in the Santa Paula Branch right-of-way through Santa Paula. Subsequently, Santa Paula began design.

2005: As part of the SAFETEA-LU call for projects, VCTC provided an additional \$1,973,630 in CMAQ and \$424,059 in TEA (Transportation Enhancement Activities) for the Santa Paula Branch Bike Trail. (Later, VCTC allowed Santa Paula to shift \$117,419 of these CMAQ funds to cover a cost increase in another City project.)

2010: The City went out to bid and due to higher than anticipated cost, the contract was awarded with a reduced scope that eliminated the railroad crossings that had been part of the design.

2011: VCTC approved an additional \$1,110,000 in CMAQ to cover the crossings cost including local match as allowed under the new federal Toll Credits policy.

July, 2016: VCTC approved an additional \$382,231 to cover a cost increase based on the final Engineer's Estimate for the crossings.

The total cost of the Bike Trail project approved by VCTC to date is therefore \$5,542,501, excluding the funds that were shifted to another project. With the proposed additional funds the total cost will be \$6,367,335.

DISCUSSION:

In making its recommendation in June to approve the prior cost increase, staff argued that although there has not yet been a call for projects to distribute CMAQ funds for FY 2016/17 and beyond, the Santa Paula Bike Trail is an excellent example of the type of transformative project that VCTC will want to encourage in its criteria. That argument remains and VCTC staff therefore recommends approval of the City's latest request. However, since the City's cost increase amount has become much larger, it is important for the Committee to be aware of what remains in the CMAQ unprogrammed balance. As the Committee will recall, the VCTC policy is to program half of CMAQ to transit and the other half to non-transit projects which primarily are bicycle/ pedestrian.

Subsequent to the approval of the FAST Act the Commission programmed the projects on the CMAQ "Shelf List" resulting in all of the FY 2015/16 CMAQ and a portion of the FY2016/17 CMAQ being programmed. Subsequently, funds were provided for the requested Santa Paula cost increase and also for \$2,500,000 of transit projects deemed by TRANSCOM to be time-sensitive and of countywide benefit. As a result, the total unprogrammed CMAQ balance for FY 2016/17 and FY 2017/18 is \$10.0 million with \$6.1 million in the non-transit share and \$3.9 million in the transit share. Another important CMAQ issue is the schedule for transit bus replacements, for which CMAQ is the only significant available source. According to the VCTC Short Range Transit Plan completed in August, 2015, there is \$7.4 million in scheduled bus replacements for FY 2016/17 and FY 2017/18 with no available funding source other than CMAQ.



"Citrus Capital of the World"

City of Santa Paula

970 Ventura Street • Santa Paula, California • Mailing Address: P.O. Box 569 • 93061 • Phone: (805) 525-4478 • Fax: (805) 525-6278

November 30, 2016

Mr. Darren Kettle, Executive Director
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, California 93003

SUBJECT: Request for Allocation of Additional Congestion Mitigation and Air Quality (CMAQ) Program Federal Funds for the Citywide Railroad Crossings Improvement Project [Federal Project No. CML-5121(023)]

Dear Mr. Kettle:

On behalf of the City of Santa Paula (City), this is a letter of request for allocation of additional Congestion Management and Air Quality (CMAQ) Program federal funds in the amount of \$824,833.96 for the construction phase of the subject project. The following reasons to the request are for your consideration.

At the time in May 2016 when the preliminary estimate of construction cost was prepared, this was the best known, preliminary cost information submitted to the Ventura County Transportation Commission (VCTC) for the amendment of the Federal Transportation Improvement Program (FTIP). See attached copy of the federal authorization to proceed with construction (Exhibit A). At such time, the design was more than three-quarter complete. At this stage of design, the plans and specifications are of sufficient detail to prepare a preliminary estimate of construction cost. The construction cost at such time was estimated at \$1,297,592.00, excluding cost for construction management. From the time of the initial cost estimate in May 2016 up to the start of bidding in September 2016, the initial cost estimates increased. Cost increases most likely are attributed to the increased construction cost indices within that time period. The national construction cost index increased an average of 16 percent since May 2016 or 4 percent per month according to Engineering News Record, which publishes national construction cost indices that are widely used in the construction industry.

Once the bids were received, the City analyzed the bids as a part its bid evaluation process. See attached bid tabulation (Exhibit B). Based on the City's analysis of just the apparent low bid alone, the majority of unit costs were substantially higher than those from the preliminary estimate of construction cost. As mentioned above, the cost increase most likely is attributed to the increased construction cost index. The local bid climate also most likely added to the increase

due to the time period of the bidding. Unfortunately, there is no known construction industry-accepted, forecasting metric or indicator for the local bid climate to reference. Bid prices are only known at time of opening the bids.

The preliminary estimate of construction cost is based on compiled, historical information of past similar projects or work and usually not hard bids directly from construction contractors. The intent of the preliminary estimate of construction cost is to provide for the purpose of preliminarily obligating of or budgeting of funds. That is, the preliminary estimate of construction cost is a planning-based indicator for initial obligating of or budgeting of funds. The apparent low bid that was received is the true indicator as a basis for adjusting the City's obligating of or budgeting of funds.

The Federal Highway Administration (FHWA), the federal agency administering the CMAQ Program, allows within 90 days from the date of the award of construction contract for modification or adjustment to the local agency's federal participation cost to reflect any substantive change in the bids as compared to the local agency's preliminary estimate of construction cost at the time of FHWA's authorization of the project, provided that federal funds are available. The City will not yet award a construction contract until the VCTC approves the allocation of additional CMAQ Program federal funds. Once the VCTC approves the allocation, the City, in turn, may formally request from FHWA, through the award package process, modification or adjustment to the City's federal participation cost for construction.

If you have any questions regarding this matter or request additional information, please do not hesitate to contact me at (805) 933-4201 or jfontes@spcity.org.

Thank you for your consideration.

Sincerely,



Jaime M. Fontes
City Manager

cc: John L. Ilasin, Interim Public Works Director/City Engineer

Attachment: Exhibit A- Federal Authorization
Exhibit B- Bid Tabulation

Exhibit A

CALIFORNIA DEPARTMENT OF TRANSPORTATION

AUTHORIZATION / AGREEMENT SUMMARY - (E-76)

FEDERAL AID PROGRAM
 DLA LOCATOR: 07-VEN-0-SPA
 PREFIX: CML
 PROJECT NO: 5121(023)
 SEQ NO: 1
 STATE PROJ NO: 0712000448L-N
 AGENCY: SANTA PAULA
 ROUTE:
 TIP DATA
 MPO: SCAG
 FSTIP YR: 15/16
 STIP REF: 20960003194
 DISASTER NO:
 BRIDGE NO:

PROJECT LOCATION:
 SANTA PAULA BIKE TRAIL
 TYPE OF WORK:
 BIKE AND PEDESTRIAN IMPROVEMENT @ VARIOUS LOCATIONS AND
 FED RR NO'S:
 PUC CODES:
 PROJ OVERSIGHT: ASSUMED/LOCAL-ADMIN
 ENV STATUS /DT: DELEG TO STATE USC 326/SEC 6004 12/18/2012
 RW STATUS /DT: 1 05/12/2016
 INV RTE:
 BEG MP:
 END MP:

PREV AUTH / AGREE DATES:
 PE:
 RW:
 CON:
 SPR:
 MCS:
 OTH:

PROG CODE	LINE NO	IMPV TYPE	FUNC SYS	URBAN AREA	URB/RURAL	DEMO ID	FEDERAL COST	PROJECT COST	AC COST
Z400	30	2B					\$0.00	\$0.00	\$0.00
Z400	31	17					\$0.00	\$0.00	\$0.00
FUNDING SUMMARY									
PHASE									
PE	PREV. OBLIGATION						\$0.00	\$0.00	\$0.00
	THIS REQUEST						\$0.00	\$0.00	\$0.00
	SUBTOTAL						\$0.00	\$0.00	\$0.00
R/W	PREV. OBLIGATION						\$0.00	\$0.00	\$0.00
	THIS REQUEST						\$0.00	\$0.00	\$0.00
	SUBTOTAL						\$0.00	\$0.00	\$0.00
CON	PREV. OBLIGATION						\$0.00	\$0.00	\$0.00
	THIS REQUEST						\$1,492,231.00	\$1,492,231.00	\$0.00
	SUBTOTAL						\$1,492,231.00	\$1,492,231.00	\$0.00
OTH	PREV. OBLIGATION						\$0.00	\$0.00	\$0.00
	THIS REQUEST						\$0.00	\$0.00	\$0.00
	SUBTOTAL						\$0.00	\$0.00	\$0.00
TOTAL:							\$1,492,231.00	\$1,492,231.00	\$0.00

STATE REMARKS

08/04/2016 This request is for obligation of funds for construction phase. The agency is using the amount of \$171,000 of toll credit
 08/11/2016 STATE PROJECT NUMBER CHANGED FROM 0712000448L1-N TO 0712000499L-N.
 08/11/2016 STATE PROJECT NUMBER CHANGED FROM 0712000499L-N TO 0712000499L-N.
 08/11/2016 STATE PROJECT NUMBER CHANGED FROM 0712000499L-N TO 0712000499L-N.
 08/11/2016 STATE PROJECT NUMBER CHANGED FROM 0712000499L-N TO 0712000499L-N.
 Seq #1: Authorize Federal funds for CC in the amount of \$1,297,992 and CE for \$194,639 under Z400. Toll credit and Lumpsum option selected. NEPA Revalidated on 06/18/2015. Project locations was reduced from 16 (FTIP) to 10 approved by VCTC per City Engineer.

FEDERAL REMARKS

Exhibit A

AUTHORIZATION

AUTHORIZATION TO PROCEED WITH REQUEST: CON
FOR: CC AND CE
DOCUMENT TYPE: AAGR

ON 2016-08-04 897-2938
ON 2016-08-12 653-4150
ON 2016-08-17 FOR CALTRANS
ON 2016-08-17 FOR FHWA
ON 2016-08-23 14:02:41.0

PREPARED IN FADS BY: BRAL, FRED
REVIEWED IN FADS BY: ULAT, ALICIA
SUBMITTED IN FADS BY: NGUYEN, ROBERT
PROCESSED IN FADS BY: FOGLE, JERILYNN
APPROVED IN FMIS BY: JIYOUNG AHN

SIGNATURE HISTORY FOR PROJECT NUMBER 5121(023) AS OF 08/24/2016

FHWA FMIS SIGNATURE HISTORY

MOD #	SIGNED BY	SIGNED ON
0	JERILYNN FOGLE	08/19/2016
	OMAR ELKASSID	08/22/2016
	JIYOUNG AHN	08/23/2016

FHWA FMIS 3.0 SIGNATURE HISTORY

CALTRANS SIGNATURE HISTORY

DOCUMENT TYPE	SIGNED BY	SIGNED ON
AUTH/AGREE	NGUYEN, ROBERT	08/17/2016

BID TABULATION

PROJECT: Citywide Railroad Crossings Improvement Project [Federal Project No. CML-5121(023)]
 LOCATION: Cameron St., Steckel Dr., Dean Dr., Palm St., Olive St., Fourth St., Seventh St., Eighth St., Ninth St., and Twelfth St.
 LIMITS: SAME TCameron St., Steckel Dr., Dean Dr., Palm St., Olive St., Fourth St., Seventh St., Eighth St., Ninth St., and Twelfth St.
 BID OPENING: 10/06/16
 DATE PREPARED: 10/10/16

Item	Description	Quantity	Unit	Engineer's Estimate ¹		Bidder #1: C.A. Rasmussen, Inc.		Bidder #2: Toro Enterprises, Inc.		Bidder #3: Berry General Engineering Contractors, Inc.		Percent Difference Between Low Bid & Engineer's Estimate
				Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	Unit Cost	Cost	
1	Ballast	3,680	TON	\$35.74	\$131,523.20	\$40.00	\$147,200.00	\$42.25	\$155,480.00	\$45.75	\$168,360.00	11.92%
2	Asphalt Concrete Overlay (1-1/2")	88,167	SF	\$0.72	\$63,480.24	\$1.20	\$105,800.40	\$1.00	\$88,167.00	\$1.80	\$158,700.60	66.67%
3	Concrete Sidewalk (4")	18	SF	\$16.00	\$288.00	\$93.00	\$1,674.00	\$80.00	\$1,440.00	\$101.00	\$1,818.00	481.25%
4	Concrete Curb	8	LF	\$31.00	\$248.00	\$220.00	\$1,760.00	\$80.00	\$640.00	\$250.00	\$2,000.00	609.68%
5	Asphalt Concrete Base (7")	188	CY	\$231.55	\$43,531.40	\$300.00	\$56,400.00	\$427.00	\$80,276.00	\$368.00	\$69,184.00	29.56%
6	Asphalt Concrete Pavement (6")	276	CY	\$216.00	\$59,616.00	\$290.00	\$80,040.00	\$395.00	\$109,020.00	\$368.00	\$101,568.00	34.26%
7	Traffic Striping, Pavement Markings, and Pavement Markers	1	LS	\$16,513.60	\$16,513.60	\$18,000.00	\$18,000.00	\$15,300.00	\$15,300.00	\$14,280.00	\$14,280.00	9.00%
8	Detectable Warning Surface	307	SF	\$10.00	\$3,070.00	\$39.00	\$11,973.00	\$36.00	\$11,052.00	\$81.35	\$24,974.45	290.00%
9	Storm Water Pollution Control	1	LS	\$200.00	\$200.00	\$7,700.00	\$7,700.00	\$15,000.00	\$15,000.00	\$52,543.00	\$52,543.00	3750.00%
10	Traffic Control	1	LS	\$1,000.00	\$1,000.00	\$41,000.00	\$41,000.00	\$449,000.00	\$449,000.00	\$115,544.20	\$115,544.20	4000.00%
11	Rail Panels	104	SET	\$1,650.00	\$171,600.00	\$4,300.00	\$447,200.00	\$2,475.00	\$257,400.00	\$2,340.00	\$243,360.00	160.61%
12	Panel Transportation	18	LOAD	\$950.00	\$17,100.00	\$1,300.00	\$23,400.00	\$1,121.00	\$20,178.00	\$1,060.00	\$19,080.00	36.84%
13	136-lb Continuous Welded Rail	1,936	LF	\$30.00	\$58,080.00	\$160.00	\$309,760.00	\$133.00	\$257,488.00	\$126.25	\$244,420.00	433.33%
14	Wood Railroad Ties	782	EA	\$150.00	\$117,300.00	\$350.00	\$273,700.00	\$294.00	\$229,908.00	\$275.00	\$215,050.00	133.33%
15	Roadway Sign	25	EA	\$100.00	\$2,500.00	\$320.00	\$8,000.00	\$277.00	\$6,925.00	\$262.50	\$6,562.50	220.00%
16	4" PVC Signal Conduits	4,775	LF	\$2.02	\$9,645.50	\$14.00	\$66,850.00	\$7.00	\$33,425.00	\$18.00	\$85,950.00	593.07%
17	Pull Box 17"L x 11"W x 12"D	46	EA	\$200.00	\$9,200.00	\$250.00	\$11,500.00	\$860.00	\$39,560.00	\$456.00	\$20,976.00	25.00%
18	Replace Existing Chain Link Fence	83	LF	\$1.20	\$99.60	\$330.00	\$27,390.00	\$165.00	\$13,695.00	\$267.00	\$22,161.00	27400.00%
19	Remove Asphalt Concrete Pavement	8,873	SF	\$5.25	\$46,583.25	\$2.40	\$21,295.20	\$1.80	\$15,971.40	\$6.75	\$59,892.75	-54.29%
20	Remove Concrete Sidewalk	2,485	SF	\$13.00	\$32,305.00	\$2.20	\$5,467.00	\$3.10	\$7,703.50	\$3.00	\$7,455.00	-83.08%
21	Remove Curb	92	LF	\$9.50	\$874.00	\$4.40	\$404.80	\$12.00	\$1,104.00	\$10.45	\$961.40	-53.68%
22	Remove Curb and Gutter	58	LF	\$13.50	\$783.00	\$28.00	\$1,624.00	\$18.00	\$1,044.00	\$16.60	\$962.80	107.41%
23	Remove Rail Track	1,936	LF	\$35.00	\$67,760.00	\$23.00	\$44,528.00	\$18.90	\$36,590.40	\$104.75	\$202,796.00	-34.29%
24	Remove Detectable Warning Surface	336	SF	\$3.25	\$1,092.00	\$9.20	\$3,091.20	\$3.75	\$1,260.00	\$3.20	\$1,075.20	183.08%
25	Cold Planning	88,167	SF	\$10.00	\$881,670.00	\$0.38	\$33,503.46	\$0.19	\$16,751.73	\$1.15	\$101,392.05	-96.20%
26	Remove Concrete Box	758	LF	\$100.00	\$75,800.00	\$40.00	\$30,320.00	\$35.00	\$26,530.00	\$42.40	\$32,139.20	-60.00%
27	Remove Storm Drain	93	LF	\$9.00	\$837.00	\$37.00	\$3,441.00	\$85.00	\$7,905.00	\$86.10	\$8,007.30	311.11%
28	Remove Existing Fence	183	LF	\$1.00	\$183.00	\$7.30	\$1,335.90	\$15.00	\$2,745.00	\$86.60	\$15,847.80	630.00%
29	6" PVC Perforated Underdrain with Filter Fabric	1,707	LF	\$13.25	\$22,617.75	\$40.00	\$68,280.00	\$31.00	\$52,917.00	\$31.25	\$53,343.75	201.89%
30	10" Steel Casing	106	LF	\$115.00	\$12,190.00	\$100.00	\$10,600.00	\$155.00	\$16,430.00	\$65.00	\$6,890.00	-13.04%
31	Concrete Channel	135	LF	\$75.00	\$10,125.00	\$120.00	\$16,200.00	\$320.00	\$43,200.00	\$433.00	\$58,455.00	60.00%
32	12" RCP	18	LF	\$60.00	\$1,080.00	\$270.00	\$4,860.00	\$286.00	\$5,148.00	\$374.00	\$6,732.00	350.00%
33	6" Smooth SDR 35	124	LF	\$22.00	\$2,728.00	\$95.00	\$11,780.00	\$117.00	\$14,508.00	\$307.00	\$38,068.00	331.82%
34	8" Smooth Steel Pipe	200	LF	\$41.30	\$8,260.00	\$89.00	\$17,800.00	\$210.00	\$42,000.00	\$130.00	\$26,000.00	115.50%
35	Pedestrian Swing Gate	2	EA	\$1,000.00	\$2,000.00	\$7,800.00	\$15,600.00	\$6,500.00	\$13,000.00	\$6,225.00	\$12,450.00	680.00%
TOTAL BID					\$1,871,883.54		\$1,929,477.96		\$2,088,762.03		\$2,199,000.00	

Notes:
 1. Engineer's Estimate as advertised was \$1,869,273. Bid Schedule rounded quantities to the nearest one value for bidding purposes. Engineer's Estimate corrected by Addendum Nos. 5 and 6.

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From: John Ilasin [mailto:jilasin@spcity.org]
Sent: Friday, December 02, 2016 10:11 AM
To: Peter DeHaan
Subject: RE: City of Santa Paula- Letter of Representation Designation

Peter:

The preliminary estimate of construction cost would not attribute to the overall estimate shortfall of the construction estimate. As mentioned in the City's letter of request, the preliminary estimate of construction cost at the time in May 2016 was the best known, preliminary cost information submitted to the VCTC for the amendment of the FTIP. The preliminary estimate of construction cost was updated prior to inviting sealed bids, but after amendment of the FTIP and receiving the E-76. The preliminary estimate of construction cost was increased prior to inviting sealed bids in order to account for only the increases in the construction cost index. However, no contingency was made for local bid climate changes. As also mentioned in the City's letter of request, the local bid climate also most likely added to the increase due to the time period of the bidding. Unfortunately, there is no known construction industry-accepted, forecasting metric or indicator for the local bid climate to reference. Bid prices are only known at time of opening the bids.

The City as well as other local agencies in the county received high bids in recent months. For example, the apparent low bid for the Tenth Street (SR 150) Bicycle and Pedestrian Improvements Project was 100 percent over the preliminary estimate of construction cost. And, the apparent low bid for the Veterans Memorial Park Restroom Rehabilitation Project, which is a building project, was 25 percent over the preliminary estimate of construction cost.

John L. Ilasin, P.E.
Interim Public Works Director/City Engineer
City of Santa Paula
Public Works Department
P.O. Box 569
Santa Paula, CA 93061-0569
(805) 933-4212 extension 307 phone
(805) 933-8794 facsimile
jilasin@spcity.org

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DATE: DECEMBER 15, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: CALTRANS LOCAL DEVELOPMENT INTERGOVERNMENTAL REVIEW
INTERIM GUIDANCE

RECOMMENDATION:

- Receive and file.

DISCUSSION:

SB 743, passed by the Legislature in 2013, requires that environmental documents not use LOS for measuring impact but instead use VMT. The Governor's Office of Planning & Research (OPR) is currently developing guidelines to implement this legal requirement. However, Caltrans has posted interim guidance governing its review of CEQA documents. Caltrans has directed its staff to follow this document which is posted at:

<http://www.dot.ca.gov/hq/tpp/documents/RevisedInterimGuidance11092016.pdf>.

At the December 7, 2016 CTC meeting, the Commission objected strongly to this action of Caltrans primarily on grounds that it amounts to a regulatory action taken without opportunity for public input, and due to the action being in advance of the OPR regulations. The CTC will be sending a letter to Caltrans voicing the objection. There is no indication on what action, if any, Caltrans will take in response to the CTC's letter. To reiterate, the Caltrans guidance is currently in effect.

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DATE: DECEMBER 15, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

**SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE 3 CALL OF PROJECTS
UPDATE AND INFORMATION ON ADVANCING FUNDS FOR ATP PROJECT
DESIGN AND CONSTRUCTION**

RECOMMENDATION:

- Receive and file.

BACKGROUND:

The California Transportation Commission (CTC) posted their staff recommendations for funding Cycle 3 ATP projects on their website: <http://www.catc.ca.gov/programs/ATP.htm>. Projects were ranked based upon how well the project met seven (7) scoring criteria including: Benefits to Disadvantaged Communities; Potential to Increase Active Transportation; Improved Safety, Planning and Public Participation; Improved Health; Cost Effectiveness; and Leveraging Non-ATP funds (Match). Applications could receive a maximum of 100 points. Those projects with the highest scores are included in the staff recommendations. CTC staff recommendations include:

- Statewide Program: \$131,763,000 for 40 projects valued at \$247,740,000 (62% in Southern California and 38% in Northern California)
- Small Urban & Rural Program: \$26,333,000 for 10 projects valued at \$64,905,000 (45% in Southern California and 55% in Northern California)

A total of seven (7) ATP Cycle 3 project applications were submitted from jurisdictions within Ventura County. The CTC staff recommendations do not include any projects from Ventura County. A list of Ventura County projects along with the CTC scores are summarized in the table below (Attachment A). The cut-off score for receiving funding through the Statewide Competitive Program was 89 points. The two highest ranking projects in Ventura County tied with a score of 82 points; the Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project (City of Ventura) and the Etting Road Sidewalk and Bike Lanes Project (City of Oxnard).

Disadvantaged Communities: All of the 40 projects which are included in the CTC staff recommendations benefit Disadvantaged Communities (based upon the 2017 ATP program

definition). Five (5) of the seven (7) applications submitted from Ventura County benefit Disadvantaged Communities (based upon the Cycle 3 ATP program definition).

Safe Routes to Schools (SRTS): Six (6) of the seven (7) applications submitted from Ventura County were submitted as Safe Routes to Schools projects.

NEXT STEPS:

MPO Program Funding: All seven of Ventura County's projects have been forwarded to SCAG for further consideration under the MPO Program. A very preliminary estimate of Ventura County's population share under the MPO Program is roughly \$2.4 million.

At its October meeting, the Commission approved the assignment of up to 10-points for projects consistent with designated local plans and Safe Routes to Schools. All projects received the full 10-points with the exception of the Portrero Road Project which received 5 points. The Commission directed staff to review Portrero Road's eligibility for Safe Routes to Schools points with the project applicants. Based upon the applicant's information, the Portrero Road project will not receive Safe Routes to Schools points.

ADDITIONAL INFORMATION: The Rincon Multi-use Trail project in Carpinteria is recommended for funding by CTC under the Small Urban & Rural Program. The project is a multi-use pedestrian and bicycle trail approximately 4,500 feet in length that connects Carpinteria Avenue to Rincon Beach Park and the Class I trail at the Ventura/Santa Barbara County Line. The project includes \$6,833,000 in ATP funds. The total Project Cost is \$7,828,000

ADVANCING FUNDS FOR ATP PROJECT DESIGN AND CONSTRUCTION:

In an effort to improve the timely delivery of ATP projects, the CTC will allow local agencies to receive an early allocation for the design or construction of ATP projects if they are programmed in a later year as long as ATP funds are available. Local agencies are encouraged to submit an early allocation request to allow more time to complete the design work.

ATP CYCLE 3 CALIFORNIA TRANSPORTATION COMMISSION LISTING SUMMARY OF VENTURA COUNTY PROJECT SCORES

Applicant	Project Name	Project Description	ATP	Total	DAC*	SRTS**	Total Score
City of Oxnard	Etting Road Sidewalk & Bike Lanes Project	Install sidewalks, curb, gutter, and access ramps, and widen the road to accommodate bike lanes. It will also install crosswalks, crosswalk flashing beacons, and street lights, as well as an all-way stop at the intersection of Etting and Olds Roads.	\$991,000	\$1,239,000	X	X	82
City of Thousand Oaks	Conejo School Road & Willow Lane SRTS Sidewalk Improvement Project	Construct sidewalks on Conejo School Road and Willow Lane to provide a safe route to Conejo Elementary School and Colina Middle School and provide safe access to Thousand Oaks Boulevard to access to regional transit, shopping and jobs.	\$775,000	\$894,000	X	X	59
City of Thousand Oaks	Moorpark Road Sidewalk Safety Project	Installation of 4,600 linear feet of six-foot wide concrete sidewalk, concrete curb and gutter, ADA curb ramps, and retaining walls to fill missing gaps in the sidewalk network near Thousand Oaks High School.	\$851,000	\$862,000		X	46
City of Ventura	Harmon Barranca Corridor Gap Closure for Montalvo and Portola Elementary Schools	Provide Class IV Cycle Track and Class III Bike Boulevard gap closure, safety features for sidewalk and bicycle infrastructure, serving Montalvo Elementary School and Portola Elementary School students, and surrounding community; connecting parks, employment centers, and connecting a vital low-stress north-south green corridor link to Ventura Community Park.	\$501,000	\$507,000	X	X	77
City of Ventura	Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project	Provide Class I Path gap closure, safety features for sidewalk and bicycle infrastructure, and connecting Complete Street corridor for Montalvo Elementary School students, and surrounding Montalvo community; connecting parks, employment centers, and providing a vital low-stress north-south and east-west green corridor link.	\$1,380,000	\$1,560,000	X	X	82
County of Ventura	Central Avenue Pedestrian Improvements	Construct sidewalk, curb, gutter and access ramps on Central Avenue, connecting residential areas within unincorporated Ventura County to Rio Mesa High School and to existing and planned transit stops on Central Avenue.	\$391,000	\$550,000	X	X	43
County of Ventura	Potrero Road Bike Lanes – Phase 1 Project	Construct 1.4 miles of Class II bike lanes on Potrero Road in the county and 500 feet of Class II bike lanes on Potrero Road in the City of Thousand Oaks.	\$2,095,000	\$2,530,000			47

*Project Benefits Disadvantaged Community (DAC)

**Safe Routes to Schools Project Application (SRTS)

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DATE: DECEMBER 15, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: STATUS OF DELEGATION TO CALTRANS OF NEPA APPROVAL

RECOMMENDATION:

- Receive and file.

DISCUSSION:

On December 31st, the legislative authority for the delegation of NEPA approval authority to Caltrans, will expire. Although a bill had been introduced in the Legislature to make this approval authority permanent, that bill was not passed due to the incorporation of the bill into a larger package of transportation finance legislation which did not move forward. FHWA and Caltrans have posted a MOU to extend the NEPA delegation but this MOU cannot become effective until the Legislature acts.

FHWA has indicated that although years ago it approved all California NEPA documents it is no longer staffed for that purpose and therefore will be unable to certify any documents after it is given that responsibility on January 1st. Since the Legislature will not meet until after that date, any Caltrans NEPA document not certified by Caltrans by December 31st, will not get certified until there has been legislative action to address the issue.

Assembly Transportation Chair Jim Frazier (D-Oakley) has introduced a new bill, AB 28, to provide the required legislative authorization to extend the NEPA delegation. Caltrans executive staff has expressed confidence that this bill will be moved through the Legislature quickly enough to minimize project delays.