



**DATE:** DECEMBER 15, 2016

**MEMO TO:** TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

**FROM:** PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT:** SANTA PAULA BIKE PATH PROJECT FUNDING INCREASE

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**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.