

August 5, 2008

Board of Supervisors  
County of Ventura  
800 South Victoria Avenue  
Ventura, California 93009

**Subject: Approval of Plans and Specifications and Award of Contract to Taft Electric Company of Ventura, California, for the Santa Rosa Road Traffic Signal Improvement in the Santa Rosa Valley Area; or Provide Alternate Direction to Staff  
Specification No.: RD08-10, Project No.: 50414  
Supervisory District No. 2**

**Recommendations:**

1. Approve the plans and specifications, which are available at [http://publicworks.countyofventura.org/eng\\_services/projects/pdf/Plans&Specs.htm](http://publicworks.countyofventura.org/eng_services/projects/pdf/Plans&Specs.htm) ; and
2. Waive any minor irregularities in the bids; and approve one of the following:
3. Award the contract to Taft Electric Company of Ventura, California, in the amount of \$1,183,642.57 (Bid Schedules 1, 2, and 3), (for which funds are available in Budget Account 6863-2198; or
4. Award the contract to Taft Electric Company of Ventura, California, in the amount of \$1,016,602.96 (Bid Schedules 1 and 2), (for which funds are available in Budget Account 6863-2198; or
5. Award the contract to Taft Electric Company of Ventura, California, in the amount of \$1,018,383.03 (Bid Schedules 1 and 3), (for which funds are available in Budget Account 6863-2198; or
6. Award the contract to Taft Electric Company of Ventura, California, in the amount of \$851,343.42, (Bid Schedule 1 only) for which funds are available in Budget Account 6863-2198 ; or
7. Provide alternate direction to staff.

**Fiscal/ Mandates Impact:**

Mandatory: No  Yes  Cite Authority:  
Source of Funding: County Road Funds, Santa Rosa Assessment District,  
Private Donation, Traffic Impact Mitigation Fees  
Funding Match Required: No  
Impact on Other Department(s): None

<b>Summary of Revenue and Total Costs</b>	<b>FY 2008-2009</b>	<b>FY 2009-2010</b>
Revenue:	1,265,043	0
Direct	1,472,149	0
Indirect – Agency/Dept	18,274	0
Indirect – CAP	3,220	0
Total Costs	1,493,643	0
Net District Costs Including Indirects	228,600	0
Recovered Indirect Cost	0	0

<b>Current 2008-09 Budget Projection for Santa Rosa Road Assessment District</b>				
	Adopted Budget	Adjusted Budget	Projected Budget	Estimated Savings
Appropriations	2,531,700	2,531,700	2,531,700	0
Revenue	2,378,300	2,378,300	2,378,300	0
Net Cost	153,400	153,400	153,400	0

Appropriations and revenue are available the FY 2008/09 Santa Rosa Road Assessment District Adopted Budget.

**Discussion:**

The scope of the total project as approved by your Board includes the installation of four additional traffic signals and installation of traffic signal synchronization equipment to allow synchronization of these signals with four existing traffic signals on Santa Rosa Road as shown on Exhibits 1 and 2, including engineering design, inspection, and other related costs. Bid schedules were required in the bid documents to allow your Board to award all or a portion of the work today dependent on availability of funding.

Bids for the project were opened on July 24, 2008. A copy of the abstract of the bids received is attached (Exhibit 3). The lowest responsible bid for Bid Schedule 1, 2, and 3 was submitted by Taft Electric Company of Ventura California. The terms of the bid schedule advised that contract award, if made, will be made to the lowest responsible bidder for the total of bid schedules 1, 2, and 3. If the contract is awarded it must include Bid Schedule 1. Bid Schedules 2 and 3 may be awarded based upon the availability of funds.

The low bid (54%) is significantly below the engineer's estimate of \$2,166,000. This is a greater variation than anticipated, but as discussed below, traffic signal installation costs have fluctuated widely in the last several years.

In 2006, PWA became aware that the prices of traffic signal installations and associated synchronization installations had escalated well beyond any typical engineering cost estimation methodology. Dramatic increases in the price of copper, additional structural strength requirements for the poles and mast arms, and the general increase in the cost of materials and labor were identified as contributing factors. Your Board was advised of these increases in costs on several occasions.

Although construction bid prices for traffic signal installations peaked dramatically in 2006, recent bid prices for traffic signals have inexplicably come back down closer to historical levels. The bid range of the seven bids received for this solicitation is very tight, and Taft's bid is considered representative of current market price for this work. Moreover, Taft Electric Company is a very experienced and seasoned traffic signal contractor, and has checked and confirmed its bid.

As mentioned earlier, because of the concern of rampantly fluctuating prices, PWA required bid schedules to allow the project to be awarded, closer to anticipated budgeted fund levels. This was intended to allow your Board to award one or more bid schedules for the purpose of allowing phasing the project into one or more phases.

Schedule 1 consists of the installation of only two new traffic signals (Brittany Park Road and Vista Arroyo Drive), and traffic synchronization of only six signals. This is the "base bid" or minimum award that can provide a complete and usable product, and that can be awarded today. Schedules 2 and 3 add one additional signal incrementally. Bid Schedule 2 provides for signal installation at Blanchard Road. Bid Schedule 3 provides for signal installation at Applewood Road. The combination, Bid Schedule 1, 2 and 3 provides for the entire scope of work, the installation of four new traffic signals combined with synchronization of these four traffic signals and the four existing signals on Santa Rosa Road, as contained within the assessment district originally approved by your Board

Funding: The total original budget for this project (November 2005) and included within the Santa Rosa Road Assessment District (District) is \$989,750. Of this amount, approximately \$717,313 is to be financed by the District by a loan from the Road Fund. A one-time contribution of \$250,000 was also made by a resident to significantly reduce the County's initial cost for this project. Based on County Counsel opinion, and PWA engineering evaluation, some Traffic Impact Mitigation Fees can be used for the work (ranging from approximately \$80,000 to \$100,000 depending on which bid schedule is selected).

The total project costs also include not only the cost of the construction contract and the costs of engineering design, contract administration and oversight, construction inspection and testing, synchronization coordination, and other associated costs. Considering the favorable bid prices, PWA estimates the appropriate total costs of the various alternatives using the bid schedules as follows:

Item	Bid Item 1, 2, & 3 (total project)	Bid Item 1 only	Bid Item 1 & 2	Bid Item 1 & 3
Total Est. Project Cost	\$1,700,000	\$1,300,000	\$1,500,000	\$1,500,000
Anticipated Revenue *	\$1,063,300	\$1,043,300	\$1,050,000	\$1,050,000
Anticipated Shortfall	\$636,700	\$256,700	\$350,000	\$350,000

\* \$100,000 from TIMF for bid items 1, 2, and 3, \$180,000 for bid item 1 only, \$90,000 for the other two schedules.

Earlier this year, PWA applied for additional State grant funding for this project. Unfortunately this application was not approved. Award of this contract today will require additional funds from the County Road fund in the approximate amounts shown above. Your Board should be advised that such funding will have to come at the expense of other road or transportation needs of the unincorporated area. The most likely consequence, unless your Board directs otherwise, is that the pavement overlay and rehabilitation schedule will have to be reduced by the applicable amount.

Right-of-way easements (no cost) are in the process of being acquired to allow placement and maintenance of traffic signal sensors (imbedded actuating loops) on the private road legs at some intersections. No trees will be removed as a result of this project.

This project is categorically exempt from the requirements of (a) the California Environmental Quality Act (CEQA) under Section 15301 and 15302, as set forth in Appendix B of the County's Administrative Supplement to the State CEQA Guidelines (class 1, examples (c) and (d), and Class 2, example (e)). A Notice of Exemption will be filed after your Board's action.

Should your Board approve award of this contract today, PWA intends to return to your Board in September/October to suggest minor change to the contract for striping modifications to the intersection of Moorpark Road and Santa Rosa Road, and additional signage to advise motorists that the corridor will be synchronized for 45 miles per hour. It was simply not possible to finalize this recommendation today.

The estimated total project costs are as follows:

(Bid schedule 1, 2 & 3)

Preliminary Engineering	** \$174,875
Construction Contract	1, 183,643
Construction Engineering, Materials Testing, etc.	230,000
Right-of-Way	0
Contingencies	80,000
<b>Total</b>	<b>\$1,668,518</b>

\*\*All Preliminary Engineering Costs were incurred in prior fiscal years.

This letter has been provided for review to the County Executive Office, Auditor-Controller's Office, and County Counsel.

If you have questions, please call the undersigned at (805) 654-2077.

WM. BUTCH BRITT  
Director  
Transportation Department

- Exhibit 1 - Location Map
- Exhibit 2 - Vicinity Map
- Exhibit 3 - Bid Abstract – Santa Rosa Road Traffic Signal Improvements