

# 2022 Action Plan Survey Kickoff

The California Transportation Co-Op Committee (TCC) is a partnership committee with members representing cities, counties, RTPA/MPOs, state (Caltrans), and federal (FHWA) agencies.

Its purpose is to address transportation funding, procedural, and legislative issues related to project delivery from a local perspective.

Through partnership, TCC aims to improve efficiency and enhance the ability to meet all stakeholder needs.

# History - Action Plan Survey

At the 2013 Joint CEAC/Public Works Officers Spring Conference, TCC hosted group discussion asking for input on how to improve the administration of Federal-aid projects.

More than 100 ideas were proposed during the discussion.

# Action Plan Survey

Ideas generated from that discussion were categorized into Five Areas:

- Funding
- Design
- Environmental
- Right of Way
- Construction

For the Development of an action plan,  
Responses were Evaluated as;

Workable, Doable, or Not Doable

with a determination of; who should be the lead group.

TCC Survey was Conducted in 2016 and Updated 2019

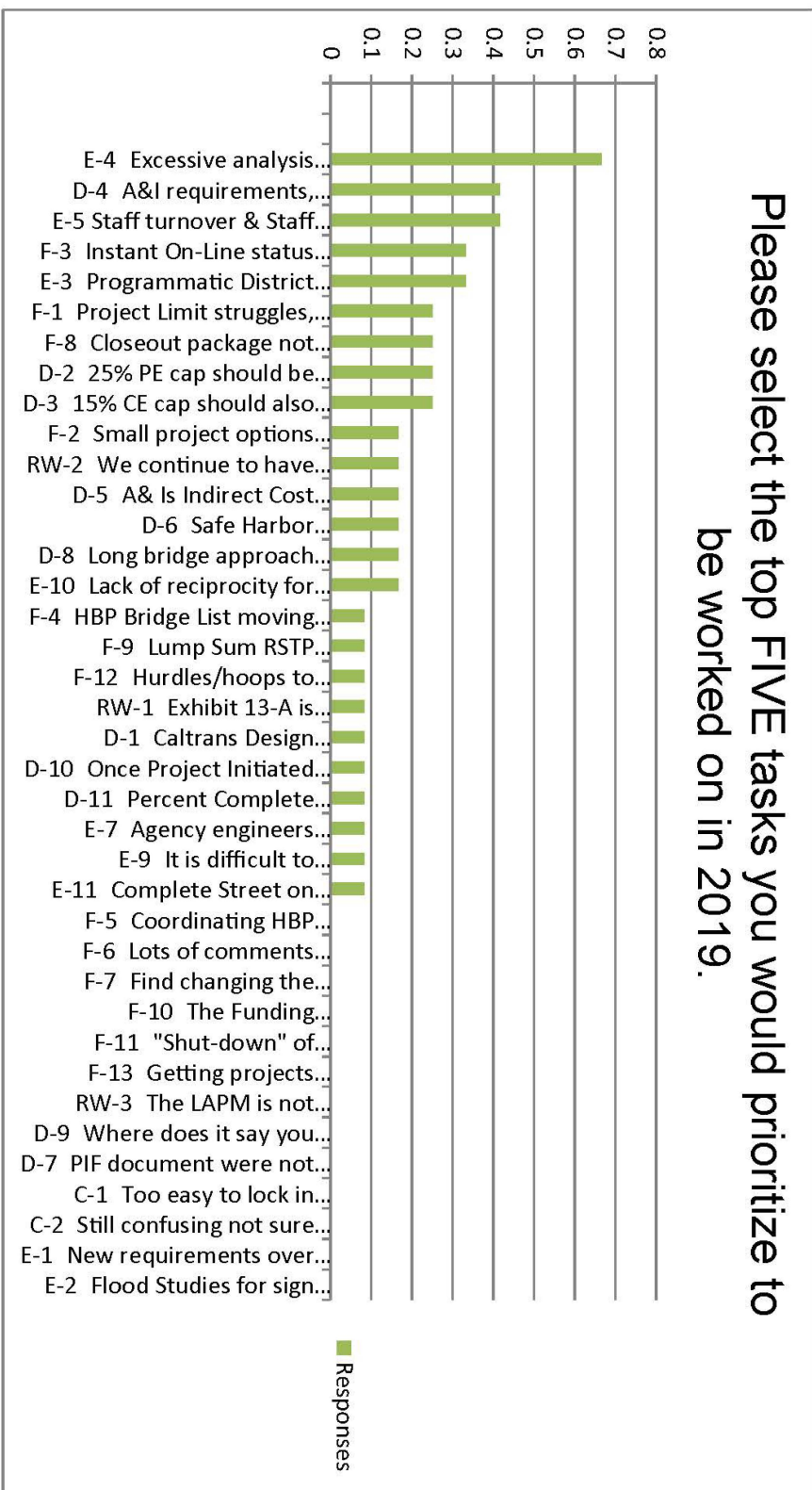
# Action Plan Survey

- 2019 – 40 Questions were asked and request to select the top FIVE tasks you would prioritize to be worked on.
  - 12 Responses were received
- From the tasks prioritized, who were the willing team members?
  - Debbie O'Leary
  - Robert Newman
  - Evelyn Glasgow
  - Rodney Whitfield
  - Tom Mattson
  - Ross McKeown

# Action Plan Survey

2016 CEAC Action Plan Survey		
Please select the top FIVE tasks you would prioritize to be worked on in 2019.		
	Answered	12
E-4 Excessive analysis required for non impacts (such as sign placement or overlays)	66.67%	8
D-4 A&I requirements, consultant invoicing requirements are too stringent and inflexible. Audits and Investigations requirements conflict with our Agency's standard contracting practices.	41.67%	5
E-5 Staff turnover & Staff change Don't always accept each other's clearances Conflicting responses between different reviewers, and between Local Assistance and HQe	41.67%	5
F-3 Instant On-Line status with an overall status, reimbursements, reports due, submittal deadlines, etc. Accurate instant on-line status reports w	33.33%	4
E-3 Programmatic District wide (simple projects ie flood plain, archeology). For example No effect memo, Standard specs overlay, Programmatic	33.33%	4

Please select the top FIVE tasks you would prioritize to be worked on in 2019.



Funding	Descriptions
F-1	Project Limit struggles, (rehab). Make limits adjustments at award- additive Bidding
F-2	Small project options should be considered to streamline the process and get more projects
F-3	Instant On-Line status with an overall status, reimbursements, reports due, submittal dead
F-4	HBP Bridge List moving project funding out of the 4 year FTIP. Makes things difficult when
F-5	Coordinating HBP survey with FTIP inclusion is challenging
F-6	Lots of comments about too many updates to form and changes in policy
F-7	Find changing the reimbursement ratio a challenge
F-8	Closeout package not getting processed in time which cause funds to lapse
F-9	Lump Sum RSTP funding for Rehab Projects
F-10	The Funding authorization process is lengthy and inconsistent between sources.
F-11	"Shut-down" of submitting RFA's the last quarter of the federal fiscal year is a challenge.
F-12	Hurdles/hoops to jump through just to obtain an FPN#
F-13	Getting projects funded in the appropriate year is challenging: RTPA and CT coordination.

## Design

- D-1 Caltrans Design Oversight for on-system projects within same District should be consistent
- D-2 25% PE cap should be more flexible. There should be certain projects, such as small projects below a certain dollar amount, where no justification is required to exceed the cap.
- D-3 15% CE cap should also be more flexible. Environmental monitoring requirements should be considered as well as distance from the office to the site, and the size of the project
- D-4 A&I requirements, consultant invoicing requirements are too stringent and inflexible. Audits and Investigations requirements conflict with ou Agency's standard contracting practices.
- D-5 A& Is Indirect Cost Rate accounting requirements are too difficult for consultants, especially small firms and DBEs.
- D-6 Safe Harbor application is even harder to fill out than the full blown Form 10k. Safe Harbor is not helping small firms and DBEs.
- D-7 PIF document were not upheld (Develop)
- D-8 Long bridge approach justification process is not clearly defined as to when that process needs to happen.
- D-9 Where does it say you cannot use 2006 Specifications. If an Agency does will they loose funding?
- D-10 Once Project Initiated with specific Standards can the standards stay throughout the project cycle. If the standards need to change is federal funinding provided.
- D-11 Percent Complete Invoicing Process. Negotiate upfront "Not to Exceed Price" and Bill/Invoice at a percentage base.



## Environmental

E-1	New requirements over time
E-2	Flood Studies for sign post installation
E-3	Programmatic District wide (simple projects ie flood plain, archeology). For example No e
E-4	Excessive analysis required for non impacts (such as sign placement or overlays)
E-5	Staff turnover & Staff change, Don't always accept each other's clearances, Conflicting re
E-6	Caltrans should adopt USFWS's BA format
E-7	Agency engineers consistently underestimate the schedule and budget required for enviro
E-8	Revised and Re-issued PES forms after an original Caltrans signature and approval
E-9	It is difficult to determine Right of Way requirements during PE for mitigation areas, require
E-10	Lack of reciprocity for NEPA clearance on multimodal projects combined at construction r
E-11	Complete Street on State Highway System - Why required on our projects, agreement for

## Right of Way

- |      |   |
|------|---|
| RW-1 | Exhibit 13-A is helpful, however we understand separate and additional approval remains f |
| RW-2 | We continue to have our utility relocation work unfunded without extensive paperwork. Thi |
| RW-3 | The LAPM is not updated to allow liability determination to occur prior to NEPA           |

## Construction

- |     |   |
|-----|---|
| C-1 | Too easy to lock in rates with pro-rata. Under old rules appeared much easier to change r |
| C-2 | Still confusing not sure what method is best usually leave up to DLAE to make recommen    |

# 2022 TCC Action Plan Survey

## Next Steps

Formalize Core Survey Team

Align Meaningful Questions

- Doable
- Actionable
- Timely
- Measurable

Deliver 2022 Survey / Timing / Distribution

Receive & Evaluate Responses