

Memorandum

TAB 65

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5e.(2) –**REPLACEMENT ITEM**
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Programming

Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING ACTION FOR PREVIOUSLY APPROVED PROJECTS**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission approve the additional funds requested for pre-construction Capital Outlay Support (COS) for two SHOPP projects described in the attachment.

ISSUE

Summary of additional COS funding needed for previously approved SHOPP projects:

Component	No of projects	Program	Additional Funds
PA&ED	1	SHOPP	\$1,887,000
Con Sup	1	SHOPP	\$1,400,000

Attachment

Supplemental Capital Outlay Support

Resolution FA-16-11

Project Number	Dist-PPNO/EA	County-Route	Project Description	Project ID	Program/FY/Program Code	
1	04-0756K 0G642	MRN-1	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge.	0413000350	SHOPP 18/19 20.10.201.113	
		G-12	Supplemental			
Component	Programmed	Adjustment	Expended	Request	Total	Increase
PA&ED	\$2,300,000	\$0	\$2,079,000	\$1,887,000	\$4,187,000	82.0%
<p>Reason for cost increase: The Project Initiation Document (PID), which is the basis for the programmed support costs, included a one build alternative, a three span pre-cast bridge with a temporary one-lane detour bridge and projected the environmental document would be a Negative Declaration and Categorical Exclusion (ND/CE).</p> <p>As the environmental process began, the Department hosted several public meetings, and engaged with many stakeholders. Regulatory agencies involved include; US Fish & Wildlife, Army Corps of Engineers, California Department of Fish and Wildlife, Coastal Commission, Water Resources Control Board, US Coast Guard, and State Historic Preservation Office. The Department considered input from the stakeholders where it felt the project would better meet both the community and transportation needs of the immediate area. As a result, six alternatives are now being proposed. As an example, one of the alternatives is proposing to include widening the shoulders to 5 feet along the adjacent 400-foot long roadway segment. The widening of the shoulders will also require lengthening an existing box culvert with subsequent impacts to biological habitat, but will provide for safe pedestrian and bike connectivity. The increase in the scope of work in PA&ED and magnitude of the project changed the type of environmental document from the ND/CE originally anticipated to a more extensive Environmental Impact Report/Environmental Assessment (EIR/EA).</p> <p>The additional work required in the PA&ED phase include evaluating the widening of the shoulder and a culvert and the environmental studies to do that work, additional topographic mapping, a more detailed hydrological study, preliminary design for the culvert widening, and the viability of retrofitting the bridge instead of replacement to address community and private property owner(s) concerns.</p> <p>These tasks were not programmed in the initial streamlined PID. Total Construction Capital for this project is \$11,552,000. A Supplemental Capital Outlay Support (COS) request for this project is needed to complete the PA&ED phases. Depending on the ultimate alternative selected, the Department will need to evaluate their current work plan in Fiscal Year 2019/20 for the upcoming Plans, Specifications and Estimate phase and take appropriate action where necessary.</p>						

Supplemental Capital Outlay Support

Resolution FA-16-12

Project Number	Dist-PPNO/ EA	County- Route	Project Description	Project ID	Program/FY/ Program Code
2	04-0063L 01410	ALA-80	San Francisco Oakland Bay Bridge Maintenance Complex (Phase 2)	0413000133	SHOPP 13/14 20.10.201.352

Component	Budget	G-12 Adjustment	Expended	Supplemental Request	Total	Increase
Con Sup	\$6,515,000	\$0	\$6,400,000	\$1,400,000	\$7,915,000	21.5%

Reason for cost increase: Delays cause by the numerous State Fire Marshall (SFM) reviews are causing a delay in the planned schedule. The project contractor requires an additional 12 months causing increased costs to both the construction capital and support. Construction began in January 2015. Following general industry practice, the contract requires the contractor to design the fire sprinkler system and submit to the SFM for approval. The SFM initially accepted the contractor's proposals, but later, in April 2015, required a more detailed report prepared by a licensed fire protection engineer. The report was eventually approved in March 2016, after the issue was escalated to SFM management. On August 30, 2016, the approval was rescinded by a different SFM reviewer who requested more detailed information. The issues were elevated and the SFM provided a dedicated reviewer to approve this project. However, detailed responses to those comments still need to be addressed. The \$1.4M request for construction support would provide for the revision of a storage commodity report, redesign of the fire suppression system for State Fire Marshal (SFM) approval and installation, and commissioning of the building for occupancy. The schedule assumes SFM approval by February 2017.

The project was programmed in the 2012 SHOPP in May 2014 for \$3,158,000 in construction support, and adjusted to \$6,515,000 in March 2016 using the Department's Change Management Process approved by Executive Management (CTC approval was not required at that time for Construction Support). The amount currently expended is \$6,400,000. The Department's new estimate for Estimate at Completion (EAC) is \$7,915,000, an increase of \$1,400,000 needed above the current approved construction support budget. The Department is currently negotiating with the Bay Area Toll Authority (BATA) to fund the additional \$3,000,000 in construction capital costs as outlined in the BATA-Caltrans Cooperative Agreement. Total Construction Capital for this project is now estimated at \$19,000,000, which includes BATA contribution of \$18,500,000 and SHOPP funds of \$500,000.