

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(2), Action Item

Prepared By: Tim Gubbins,
District 05 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
(PPNO 2448/EA 1C950 – SANTA BARBARA COUNTY – US HIGHWAY 101)
RESOLUTION FA-19-30**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$990,000 in Capital Outlay Support (COS), for the for the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation and Replacement project on US Highway (US 101) in Santa Barbara County, to complete the Project Approval and Environmental Document (PA&ED) project phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on US 101 near the City of Goleta, in Santa Barbara County. The project will replace the right and left Refugio Road Undercrossing Bridges over Cañada del Refugio Creek, and upgrade existing barriers on the northbound on-ramp to current standards with see-through railing. The bridges were built in 1974, and the Department has concluded that they are structurally deficient. In addition, the project will replace the interchange lighting system due to observed conduit degradation. The project will also modify the Cañada del Refugio Creek channel lining within the Department Right-of-Way (R/W) and the existing adjacent drainage easement to remove a partial barrier to fish passage and enhance habitat conditions.

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FUNDING AND PROGRAMMING:

This is a 2018 Long Lead programmed project that will take longer than the normal 4-year SHOPP delivery cycle. The PA&ED phase was allocated in June 2017 for \$2,200,000; with the available G-12 authority, the total allotment for the PA&ED phase is \$2,620,000, of which \$2,366,000 has been expended.

The Department is requesting supplemental funds in the amount of \$990,000 to complete the PA&ED phase and deliver this project by the planned delivery in 2022-23 and advertise and award the project contract in time for the 2024 construction season.

REASON FOR COST INCREASE:

The programmed budget for the PA&ED phase was based on the required permits and environmental analysis that recommended a Mitigated Negative Declaration/Categorical Exclusion (MND/CE) in 2015. These documents included the need for a Coastal Zone permit for significant modifications to existing infrastructure, the requirement for other permits that would be expected to take significantly longer periods of time to obtain, and potential effects to a cultural site. These requirements also include the need to process documents that will present a higher risk of delays, including additional studies, data recovery, and consultation with the State Historic Preservation Officer (SHPO) and Native American tribes due to cultural site impacts and impacts to federal and state protected species.

Later during the PA&ED phase, the Department concluded that the project's impacts to an existing cultural site would be irreversible and could not be fully mitigated, and in November 2018 the Department elevated the required environmental document from an MND/CE to an Environmental Impact Report/Environmental Assessment (EIR/EA). This higher-level document requires the issuance of a Notice of Preparation (NOP), a scoping meeting, and greater coordination between state and federal agencies. A public hearing will be required upon the release of the Draft EIR/EA.

Additionally, a Fish Passage Analysis completed in May 2018 identified the existing concrete-grouted, rock slope protection, used to line the Cañada del Refugio Creek, to be a partial barrier to fish passage. The Department is required to remediate fish passage barriers under Article 3.5 of California Streets and Highways Code Section 156-156.4, removing the barrier requires modifying the Cañada del Refugio Creek bed. Additional environmental studies were required because the remediation work expanded the size of the project area. It was determined that fish passage work would result in additional impacts to cultural resources, threatened and endangered species, and jurisdictional waters, and required additional permits and a permanent drainage easement. These impacts required additional time and resources to study the potential resulting effects, identify mitigation strategies, and acquire the necessary permits. These previously unidentified design changes have substantially increased the resources needed to determine the project's appropriate path forward. On-site discussions

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have taken place between the Department, United States Army Corp of Engineers (USACE), Regional Water Quality Board (RWQCB), and California Department of Fish and Wildlife (CDFW).

A Risk Management Plan was developed early on for the project to identify challenges to the project instead of programming additional dollars without identifying the issues. The Risk Management Plan did identify the potential to encounter these impacts and identified the appropriate strategies to respond to potential risks. By requesting additional resources to mitigate these risks and obtain the higher-level environmental document, the Department is following the recommended strategy in approved risk management plan now that the identified risks have materialized. The Department will continue to monitor the project estimate and update it prior to the construction allocation if necessary.

The requested supplemental fund amount of \$990,000 will be used to complete the final stages of PA&ED and allow the Department to commence the Plan, Specifications and Estimate (PS&E) phase and to advertise and award the project in 2023.

The Department is currently evaluating potential support cost increases to the PS&E and R/W phases, and will be requesting approval to amend the programmed phases funds as warranted.

CONSEQUENCES:

Without the approval of supplemental funds, the Department will not be able to complete the PA&ED phase, and deliver the contract plans for this project. The replacement of two structurally deficient bridges is a significant improvement in the Department's Transportation Asset Management Plan, as it will upgrade the conditions of the bridges from "Poor" to "Good". The Department and the travelling public will not realize this benefit if the project is not delivered.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative.

The Department has determined that the requested additional funds are in the best interest of the State to avoid delays and deliver the project on time for the start of the 2024 construction season.

FINANCIAL RESOLUTION:

Resolved, that \$990,000 be allocated from a Non-Budget Act Item, to provide funds for the pre-construction PA&ED phase for this SHOPP project.

Attachment.

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2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	County	Dist-Co-Rte	Postmile	Location	Project Description	PPNO Program Phase	Program Code	Project ID	Adv Phase	EA	Original Amount	This Supplemental Request
2.5e.(2)		COS Supplemental Funds for Previously Voted Project										Resolution FA-19-30		
1	\$1,330,000	Department of Transportation Santa Barbara	05-SB-101	R36.0/R37.0		Near Goleta, from 0.6 mile south and 0.4 mile north of Refugio Road Undercrossing No. 51-0215L/R. Outcome/Output: Replace bridges. (Long Lead Project)		05-2448 SHOPP PA&ED	20.20.201.110	0513000018	1	1C950	\$2,200,000	\$990,000