

MEMORANDUM

TAB 95

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 17-18, 2023

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(2), Action Item **PINK REPLACEMENT ITEM**

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District 05 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 2799/EA 1J910 – SANTA BARBARA COUNTY –
UNITED STATES HIGHWAY 101
RESOLUTION FA-22-69**

ACTION UPDATE: *Updates to long-lead and project development background.*

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,900,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Drainage System Restoration project on United States Highway 101 (US 101), in Santa Barbara County, to complete the Project Approval and Environmental Document (PA&ED) 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 in and near the Cities of Carpinteria and Santa Barbara, at various locations from Rincon Point Road to south of Old Coast Highway, in Santa Barbara County. The project will rehabilitate drainage systems and install transportation management system elements.

FUNDING AND PROGRAMMING STATUS:

In May 2020, the project's PA&ED phase was programmed for \$3,015,000 in the SHOPP for completion in Fiscal Year 2023-24. In June 2020, the project received a PA&ED allocation for \$3,015,000. In May 2021, the project was amended to reduce the scope and allocation to

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\$2,015,000 to program a child project (PPNO 2799F/EA 1J911). In April 2023, the project received G-12 funds in the amount of \$300,000. The PA&ED phase is currently 50 percent complete, with a remaining budget of \$224,000, which is insufficient to complete the phase. A concurrent 18-month expenditure time extension to complete PA&ED is also on this month's Commission agenda. If this request for additional funding is approved, it is anticipated to complete the remaining PA&ED activities by October 2024.

REASON FOR COST INCREASE:

The project realized support cost increases due to considerable preliminary design efforts that were needed at multiple culvert locations, as well as unplanned costs to environmentally study a high priority fish passage location within the project limits. Additional efforts were needed to contact property owners to obtain permits to enter for environmental studies. Resources are needed to obtain a Coastal Development Permit and develop cultural reports. Consultation will also be required to address Native American concerns. Even though these issues were listed in the preliminary environmental scoping document and resources were allocated, the extent to which these resources have been and will have to be expended was not anticipated by the Department.

This project consists of 38 culverts that need to be repaired or replaced which are requiring significant resources in the PA&ED phase. The Department originally programmed the PA&ED phase to study more than 60 locations with the goal of adding scope if construction funding later became available in the later project phases. The Department's highest priority fish passage location at Rincon Point was identified within the project limits. The project team determined that this location should be studied under the PA&ED phase of this project as an emphasis statewide has been placed on removing known barriers for wildlife. However, due to the length of time preliminary design efforts would take, the Department split this location out under a child project, funding that further study with \$1,000,000 from this parent project. The Department assumed that since the PA&ED phase was programmed to study more locations, existing programming would be adequate to study the Rincon location and drop some of the studies at other potential culvert locations. Despite this, the Department expended considerable preliminary design efforts at several other culvert locations. One culvert under a Union Pacific Railroad (UPRR) was the responsibility of the Department and it required fish passage studies of its own including hydro-morphologic studies as well as biological studies. Any studies within the railroad right of way required permits to enter from the UPRR as well as railroad flagging. Both of those are costly and have been difficult to obtain. At the time of programming, the functional units were not aware of the extent of support required as there were limited field surveys to determine fish passage feasibility.

Since the Department is studying several dozen locations, many permits to enter are required for completion of environmental surveys. Some of the property owners have been hard to contact to obtain the permits which have required additional resources beyond what was anticipated. Obtaining regulatory permits from the California Department of Fish and Wildlife,

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U.S. Army Core of Engineers, and Regional Water Quality Control Board for geotechnical drilling during the PA&ED phase added additional time and costs above what was anticipated. These permits are in addition to streambed alteration agreements and other permits that were being developed during the PA&ED phase for use during the construction contract. Archaeological excavations at 34 locations are also required with oversight by the Department. Additional resources are needed to complete cultural reports which are being completed by a consultant. Consultation with tribes will also be required to address Native American concerns as all those 34 locations are within culturally significant areas of local tribes. Mapping that detailed the locations for impacts and studies, were late to be delivered due to COVID-19 pandemic restrictions which delayed the start, and caused inefficiencies in completing the studies.

CONSEQUENCES:

If this allocation request for supplemental funds is not approved, the Department will not be able to complete the PA&ED phase to address critical deficiencies associated with the existing culverts along this segment of US 101. To address all of the deficiencies, the long-lead project will have to be reprogrammed in a future SHOPP cycle which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$1,900,000 be allocated to provide funds to complete the PA&ED phase for this SHOPP project.

Attachment