

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(3), Action Item

Prepared By: Dina El-Tawansy
District 04 – Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT PPNO 2091L/EA 3X340 – SANTA CLARA COUNTY – STATE ROUTE 82 RESOLUTION FP-24-86**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$14,000,000 for the Project Approval and Environmental Document (PA&ED) Capital Outlay Support, for the locally-administered State Transportation Improvement Program (STIP) Central Bikeway project on State Route (SR) 82 and local roads, in Santa Clara County, to complete the PA&ED phase?

RECOMMENDATION:

The Department recommends that the Commission approve the Santa Clara Valley Transportation Authority's (SCVTA) requested allocation for this locally-administered STIP project.

PROJECT DESCRIPTION:

This project is located on SR 82 in the cities of San Jose and Santa Clara, from the intersection of El Camino Real (SR 82) and Lawrence Expressway, and runs along El Camino Real, and then along the local roads The Alameda, Hedding Street, North 10th Street/North 11th Street couplet, Taylor Street, and Mabury Road, in Santa Clara County. The project will construct a Class IV bikeway.

FUNDING AND PROGRAMMING STATUS:

In March 2024, this project was programmed in the STIP for \$8,500,000 in PA&ED for allocation in Fiscal Year 2024-25.

In March 2025, the SCVTA updated the estimate and reflected the need for \$14,000,000 in PA&ED allocation (64.7 percent over the programmed amount). The project is expected to complete the PA&ED activities by June 2028.

REASON FOR COST INCREASE:

The PA&ED estimate is greater than the current programmed amount due to additional studies that are required for the California Environmental Quality Act/National Environmental Policy Act environmental clearance, further analysis and mitigation planning for right of way and utility impacts, and an increase in public engagement that is above what was anticipated.

The project will construct an approximately 11-mile-long Class IV bikeway with a segment that is on State right of way. The bikeway will connect two major public rail transit facilities. The design will include bicycle-specific signals, protected phases at the intersections, and raised crossings as well as construction of transit boarding islands.

The initial assumption was that a lower level of design would be sufficient for environmental clearance and right of way determinations. However, further evaluations found the need for a more detailed design approach at this stage to meet multimodal connectivity requirements. As a result, additional engineering work will be done during PA&ED. While this additional effort will increase early-phase work, it reduces risks by ensuring the environmental document is based on accurate design and that right of way and utility impacts are clearly defined. This early work might also reduce the Plans, Specifications, and Estimate phase work. Additional scope element changes were needed due to stakeholder input (types of bike lanes, landscaping, and bus boarding), and a more detailed understanding of the right of way constraints. Property impact assessments resulted in a need for further analysis and mitigation planning. The project design will be developed beyond 30 percent to allow for earlier geotechnical work and utility relocation planning to reduce risks to the project. The additional resources will allow the completion of the environmental studies, and further analysis and mitigation planning for right-of-way needs and utility coordination. This also includes increased public engagement efforts to address concerns with the locals, which will help deliver the project on schedule. Therefore, additional resources in the amount of \$5,500,000 will be required to complete the PA&ED phase. The PA&ED phase is scheduled to be completed by June 2028.

CONSEQUENCES:

If this allocation request is not approved, SCVTA will not be able to proactively address environmental and right of way concerns and clear the project to move through the delivery process. Funds for the project will be lost and the project will have to be reprogrammed which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$14,000,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-301-0042 and 2660-301-0890, for PA&ED to provide funds to complete the pre-construction phase for this locally-administered STIP project.

Attachment

2.5 Highway Financial Matters

Project No.	Allocation Amount	Recipient	RTPA/CTC	County	Dist-Co-Rte	Postmile	Project Title	Location	Project Description	Project Support Expenditures	PPNO	Program/Year	Phase	Prgm'd Amount	Project ID	Adv Phase	EA	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type
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2.5d.(3) Allocation of Project with COS Cost that Exceeds 20 Percent of the Programmed Amount Resolution FP-24-86

1	\$14,000,000	Santa Clara Valley Transportation Authority	MTC	Santa Clara	04-SCI-82	Var	Central Bikeway. In the cities of San Jose and Santa Clara: the Central Bikeway project will construct a Class IV physically separated bikeway. Its alignment will start at the intersection of El Camino Real (SR 82) and Lawrence Expressway, and run along El Camino Real, The Alameda, Hedding Street, North 10th Street/North 11th Street couplet, Taylor Street, and Mabury Road.				04-2091L	RIP/24-25	PA&ED	\$8,500,000	\$14,000,000	0425000235	4PAED	3X340	2024-25	301-0042 SHA	301-0890 FTF	20.20.075.600	\$1,606,000	<u>\$12,394,000</u>	\$14,000,000
							<u>Outputs</u>	<u>Unit</u>	<u>Total</u>																
							Bicycle lane mile(s)	Miles	5.4																
							The additional \$5,500,000 RIP increase will be funded with Santa Clara County RIP shares.																		