

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(5), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT**
PPNO 5625/EA 36150 – LOS ANGELES COUNTY – STATE ROUTE 1
RESOLUTION FP-24-88

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$5,150,000 for the Plans, Specifications, and Estimate (PS&E) and \$2,520,000 in Right of Way (RW) Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Pavement Preservation project on State Route (SR) 1, in Los Angeles County, to complete the phases?

RECOMMENDATION:

The Department recommends that the Commission approve the requested allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 1 in and near the cities of Santa Monica, Los Angeles, and Malibu, from Colorado Avenue to south of Cross Creek Road, in Los Angeles County. The project will rehabilitate the pavement and upgrade guardrail, culverts, pedestrian facilities, and transportation management system (TMS) elements consisting of traffic census stations, pedestrian tunnel lighting, signals, signs, and a closed-circuit television (CCTV) camera.

FUNDING AND PROGRAMMING STATUS:

In March 2022, this project was programmed in the SHOPP for \$3,140,000 in PS&E and \$1,159,000 in RW Support for allocation in Fiscal Year 2023-24. In June 2024, the project requested an allocation time extension for the PS&E and RW Support phases. However, the

request was deferred to the August 2024 meeting and approved for six months. In December 2024, the project received a 6-month allocation time extension amendment (totaling 12 months) for the PS&E and RW Support phases.

In April 2025, the Department updated the estimate and reflected the need for \$5,150,000 in PS&E (64.0 percent over the programmed amount) and \$2,520,000 in RW Support (117.4 percent over the programmed amount). The project is scheduled to be Ready to List (RTL) and complete the RW Support activities by November 2026, and complete the remaining PS&E activities by July 2027. A concurrent project development expenditure time extension for the Project Approval and Environmental Document (PA&ED) phase is on this month's Commission agenda.

REASON FOR COST INCREASE:

Originally, the project proposed to rehabilitate the distressed asphalt concrete pavement with an overlay, reconstruct damaged pavement structural sections, replace or repair drainage culverts, install TMS elements (consisting of traffic census stations), and upgrade guardrail, curb ramps, and bus pads along an approximately 12-mile segment of SR 1.

However, the PS&E estimate is greater than the current programmed amount due to the need to incorporate additional safety enhancement items for all modes of transportation. The RW Support estimate is greater than the current programmed amount due to additional right of way requirements that have been identified as a result of the need to incorporate the safety enhancement items.

PS&E Cost Increase:

As a result of the project limits being declared as a safety priority corridor in late 2023, the Department committed to include additional elements into the project scope to accelerate the implementation of the improvements. During the PA&ED phase, the Department conducted a road safety audit with multiple stakeholders and identified a list of safety enhancement measures that should be incorporated into the project. As a result, additional resources will be required to incorporate safety enhancement elements into the project. The safety enhancement elements include approximately 5 miles of Class II bike lanes, 300 feet of sidewalk, 2 new crosswalks, tunnel lighting, sign replacement, and a CCTV camera to minimize conflicts through this segment of SR 1.

The various design teams will require an additional \$1,592,000 to incorporate the added scope. In addition, \$250,000 will be required for geotechnical drilling for the proposed CCTV camera, signal modifications, signs, and a retaining wall needed for sidewalk work.

Therefore, additional resources in the amount of \$2,010,000 will be required to complete the PS&E phase. The project is anticipated to be RTL by November 2026 and complete the PS&E phase by July 2027.

RW Support Cost Increase:

Initially, the right of way efforts identified 16 parcels that would be utilized as temporary construction easements (TCEs). However, during the PA&ED phase, the total number of required parcels increased to 20, which now consists of a fee parcel, a highway easement parcel, eight highway easements, and 10 TCEs. This increase in the number and complexity of the acquisition parcels will result in additional right of way support efforts to acquire the rights and certify the project.

In addition, this project is within the Palisades fire recovery area. Extensive engagement will need to continue with the coordination of ongoing recovery and rebuilding efforts along this segment of SR 1.

Therefore, additional resources in the amount of \$1,361,000 will be required to complete the RW Support phase by November 2026.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to proceed with the design of this project, which proposes to address the critical deficiencies of the existing roadway and incorporate required safety enhancement measures. This would postpone the safety enhancement items as requested by the community to improve safety along this segment of SR 1. To address all of the deficiencies, 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 \$5,150,000 be allocated for PS&E and \$2,520,000 be allocated for RW Support to provide funds to complete the pre-construction phases for this SHOPP project.

Attachment

2.5 Highway Financial Matters

| Project No. Dist-Co-Rte Postmile | PPNO Project ID | Location/Description | EA | Program Year | Phase | Programmed Amount | Allocation Amount |
|---|--------------------|---|-------|-----------------|--------------------|--------------------------------|--------------------------------|
| Allocation of Project with COS Cost that Exceeds 20 Percent of the Programmed Amount | | | | | | Resolution FP-24-88 | |
| 2.5d.(5) | | | | | | | |
| 1 07-LA-1 35.2/46.9 | 5625 0719000287 | In and near the cities of Santa Monica, Los Angeles, and Malibu, from Colorado Avenue to south of Cross Creek Road. <u>Outcome/Outputs:</u> Rehabilitate pavement, upgrade guardrail, Transportation Management System (TMS) elements, and culverts, and upgrade facilities to Americans with Disabilities Act (ADA) standards. | 36150 | 25-26 | PS&E RW Sup | \$3,140,000 \$1,159,000 | \$5,150,000 \$2,520,000 |
| | | <u>Program Code</u> 201.121 - Pavement Preservation (CAPM) | | | | | |
| | | CEQA - CE, 05/16/2025 | | | | | |
| | | Amendment to time extension for an additional six months, for a total of twelve months, for PS&E and R/W Sup approved under Waiver 24-199; December 2024. | | | | | |
| | | Concurrent Amendment under SHOPP Amendment 24H-012; June 2025. | | | | | |