

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 16-17, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(7), Action Item

Prepared By: Scott Eades
District 05 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT PPNO 2466/EA 1E030 – SANTA BARBARA COUNTY STATE ROUTE 1 AND 166 RESOLUTION FP-25-35**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$12,710,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Americans with Disabilities Act Curb Ramps project on State Route (SR) 1 and SR 166, in Santa Barbara County, to advertise the project?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project is located on SR 1 and SR 166 in the City of Guadalupe, on SR 1 from SR 166 (West Main Street) to south of the Santa Maria River Bridge, and on SR 166, from SR 1 to Obispo Street, in Santa Barbara County. The project will upgrade pedestrian facilities, construct new sidewalks, buffered bike lanes and bulb outs, and install flashing beacons.

FUNDING AND PROGRAMMING STATUS:

In May 2020, this project was programmed in the SHOPP for \$2,438,000 in Construction Capital and \$1,221,000 in Construction Support for allocation in Fiscal Year 2023-24. In May 2021, the project was amended to increase Construction Capital to \$3,816,000 and

Construction Support to \$1,447,000, due to additional complete street elements. In June 2023, the project was amended again to increase Construction Capital to \$6,192,000, due to additional landscaping, irrigation, sidewalk, and lighting which will be funded through the Infrastructure Investment and Jobs Act. In June 2024, the project requested an allocation time extension for the Construction phase. However, the request was deferred to the August 2024 Commission meeting and approved for 14 months. In August 2025, the project received a 2-month allocation time extension amendment (totaling 16 months) for the Construction phase.

In June 2025, the Engineer's Estimate reflected the need of \$10,833,000 in Construction Capital (75.0 percent over the programmed amount) and \$1,877,000 in Construction Support (29.7 percent over the programmed amount). The Department plans to advertise the project in November 2025 and begin construction in January 2026. Construction is planned for two construction seasons with a duration of 160 working days.

REASON FOR COST INCREASE:

The Construction Capital estimate is greater than the programmed amount due to cost increases for sidewalk design and construction methods and managing traffic and pedestrian access. The Construction Support estimate is greater than the programmed amount due to an increase in historical building monitoring, plant establishment, additional inspection for electrical work, review of the temporary pedestrian access routes, and public engagement.

Capital Cost Increase:

This pedestrian infrastructure improvement project will address accessibility and complete street elements by upgrading numerous existing driveways, curb ramps, and sidewalks along an approximately 1-mile segment of SR 1 and a 2-block segment of SR 166. The addition of complete street elements included bulb outs at intersections, rectangular rapid flashing beacons with crosswalk enhancements, contrast surfacing, new irrigation, planting and landscaping features, relocated pedestrian push buttons, and replace existing bicycle parking.

Major items that were underestimated and required adjustments include sidewalk removal, sidewalk construction, and replacement of asphalt concrete surfacing.

The overall traffic management increase involves sidewalk construction and managing traffic and temporary pedestrian access routes in the mixed urban environment. During the Plans, Specifications, and Estimate phase, the project team reconsidered sidewalk construction to efficiently stage sidewalk replacement while maintaining pedestrian access. Given that the project is located within a mix of industrial, residential, commercial, and a historic downtown area, portions of the project have restricted work areas with the right of way directly adjacent to building frontages. Additionally, general traffic management for parking and lane closures have increased, contributing to the higher project costs. These details and increased costs were not fully incorporated during previous stages. Several buildings are non-reinforced historic buildings, which require low impact specialized equipment to complete sidewalk removal and replacement. Furthermore, the sidewalk as-builts do not match the existing sidewalks due to several modifications made during various city projects, property owner

modifications, and utility agency improvements. Many of these projects were completed without a Department issued encroachment permit and required additional effort to evaluate. Managing access during construction, unknown existing conditions, constructability space constraints, and less efficient construction techniques due to working adjacent to older historic structures, resulted in longer construction durations, higher unit costs, specialized equipment, and the need for additional sidewalk related improvements.

The revisions to the sidewalk constructability and traffic handling costs resulted in increases to mobilization and contingency. The refinements that were made to the quantities and adjustments to the unit prices to reflect current market conditions, amounts to an increase of \$4,641,000 in capital costs.

Support Cost Increase:

Upon re-evaluation of the workplan, support resources were adjusted for specific inspection work. Support cost increases include historic architecture monitoring for the downtown historic district, additional electrical work inspection, design support for temporary pedestrian access routes, and additional landscaping inspection.

As a result of the amendment in June 2023 when traffic management system elements were added, additional inspection of the electrical work has been added as a requirement. The addition of robust temporary pedestrian access routes due to accessibility concerns that were driven by public outreach requires additional design and inspection support to review the contractor proposals and oversee field implementation. Refined sidewalk work has resulted in additional tree removal, which was not previously evaluated. In order to minimize environmental impacts, replacement tree planting, irrigation, and maintenance were added, increasing inspection needs. The additional work and refinements to the workplan amount to an increase of \$430,000 in support costs.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to advertise the contract to address critical deficiencies of the roadside and complete streets elements. To address all of the deficiencies, the project would have to be reprogrammed, which would result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$10,833,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for Construction Capital, and \$1,877,000 for Construction Support, to provide funds to advertise this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type												
2.5d.(7)	Allocation of Project with Construction Cost that Exceeds 20 Percent of the Programmed Amount			Resolution FP-25-35												
1 \$12,710,000 Santa Barbara 05-SB-1 49.2 /50.4	In Guadalupe, from Route 166 (West Main Street) to 0.1 mile south of Santa Maria River Bridge; also on Route 166, from Route 1 to Obispo Street (PM 0.0/0.2). <u>Outcome/Outputs:</u> Upgrade curb ramps and other facilities to Americans with Disabilities Act (ADA) standards, construct new sidewalks, buffered bike lanes, bulb outs, and install flashing beacons as complete streets elements.	05-2466 SHOPP/23-24 CON ENG \$1,447,000 CONST \$6,192,000 0513000026 3,4 1E030	505-3290 RMRA 001-0890 FTF 20.10.201.361 2017-18 802-3290 RMRA 2024-25 302-0890 FTF 20.20.201.361	\$215,000 <u>\$1,662,000</u> \$1,877,000 \$1,243,000 <u>\$9,590,000</u> \$10,833,000												
	<table border="1"> <thead> <tr> <th>Preliminary Engineering</th> <th>Budget</th> <th>Expended</th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$1,229,000</td> <td>\$986,297</td> </tr> <tr> <td>PS&E</td> <td>\$3,183,000</td> <td>\$2,603,644</td> </tr> <tr> <td>R/W Sup</td> <td>\$2,963,000</td> <td>\$1,797,950</td> </tr> </tbody> </table>	Preliminary Engineering	Budget	Expended	PA&ED	\$1,229,000	\$986,297	PS&E	\$3,183,000	\$2,603,644	R/W Sup	\$2,963,000	\$1,797,950			
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Performance Measure:

Planned: 28.0, Actual: 21.0 Curb ramp(s)

CEQA - CE, 03/23/2022; Re-validation 06/11/2025

NEPA - CE, 03/23/2022; Re-validation 06/11/2025

Amendment to time extension for an additional two months, for a total of sixteen months, for CONST and CON ENG approved under Waiver 25-159; August 2025.

Performance Measure: Curb ramp(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Each	0.0	0.0	18.0	18.0
Post Condition	Each	21.0	0.0	0.0	21.0