

## MEMORANDUM

## TAB 67

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 13-14, 2021

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(3), Action Item – **YELLOW REPLACEMENT ITEM**

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District 04 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE  
PPNO 0756K/EA 0G642 – MARIN COUNTY – STATE ROUTE 1  
RESOLUTION FA-21-09**

Book Item Update: *Book Item replaced to remove time extension information not relevant to project request.*

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,275,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Bridge Replacement project on State Route (SR) 1, in Marin County, to complete the Plans, Specifications and Estimate (PS&E) 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 SR 1 near the Point Reyes Station, in Marin County. The project will replace the 92-year-old Lagunitas Creek Bridge (No. 27-0023), with a new bridge on the same alignment. The proposed project consists of a bridge replacement to improve the function and geometrics of the bridge and provide improved access to pedestrians and bicyclists while still serving as the critical emergency response route for the larger West Marin County area.

### **FUNDING AND PROGRAMMING STATUS:**

This project is programmed for \$2,850,000 SHOPP Bridge Seismic Restoration funds with delivery in Fiscal Year 2022-23; \$235,000 in G-12 funds are also on this project. At this time, the project is currently at 70 percent complete and the remaining budget for the PS&E phase is \$168,000, which is insufficient to complete the phase.

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that serves all people and respects the environment.”*

**REASON FOR COST INCREASE:**

The project experienced cost increases due to changes to utility relocation requirements, and California Environmental Quality Act (CEQA) litigation.

The project had established the environmental study limits during the Project Approval and Environmental Document (PA&ED) phase based on the staging and construction work required to replace the structure. These limits were carried over into PS&E and plans were developed accordingly. After the 2019 North Bay wildfires, PG&E changed its powerline easement requirements, and this impacted the project's footprint. The PG&E changes now require 15-foot easements on either side of the overhead powerlines and removal of all trees and brush within this 30-foot wide easement. This requirement impacted areas outside the original study limits and triggered additional environmental studies and revalidation of the environmental document (EIR/EA). The increase in the project's footprint required additional in-house and consultant resources to evaluate temporary and permanent impacts that were not accounted for in the original budget. In addition to resource impacts due to PG&E's requirements, the Department expended additional resources to assist its Legal Division in the retrieval and review of documents from multiple sources, including HQ and District functional groups, for the CEQA lawsuit which was not accounted for in the initial PS&E budget.

In addition, due to the project's location, the project requires California Coastal Commission (CA CC) clearance. The CA CC will require a minimum of two public outreach meetings, due to the EIR/EA revalidation, prior to submitting the permit application. This was not originally anticipated nor accounted for. Also, additional resources will be needed to update the PS&E to the latest standards and specifications to achieve Ready to List (RTL) in June 2023.

This supplemental funds request will provide the resources to complete necessary tasks such as obtaining Environmental Permits from seven different regulatory agencies; provide design support for right of way to acquire all property rights; develop a Traffic Management Plan for the full closure of SR1 to install the new bridge; internal reviews; and advertise, award and approve the contract.

The Department anticipated the legal challenge to be completed sooner, to allow the revalidation of the environmental document to commence. However, the process was delayed due to impacts of COVID-19 that resulted in court closures. Since the CEQA legal challenge was resolved in the Department's favor, the other remaining major risk is the acquisition of the right of way necessary for the project. Property rights will be needed from litigants of the CEQA lawsuit and it is expected that these acquisitions will include condemnation. The right of way process cannot commence until the environmental revalidation is completed. With sufficient lead time to obtain Right of Way Certification and RTL anticipated in June 2023, the Department is confident that this project can be delivered with this supplemental fund request. The Department can begin working on right of way acquisition and certification soon after environmental revalidation is completed which is expected to take 18-months from commencement.

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**CONSEQUENCES:**

If this allocation request for additional funding is not approved, the remaining funds would be exhausted, and the project would need to be reprogrammed. This could cause additional delays to the replacement of a structurally deficient bridge and lead to cost escalation to complete.

**FINANCIAL RESOLUTION:**

Resolved, that \$1,275,000 be allocated to provide funds to complete the pre-construction PS&E phase for this SHOPP project.

Attachment