

## MEMORANDUM

## TAB 75

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2022

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(5), Action Item **YELLOW REPLACEMENT ITEM**

Prepared By: Dina El-Tawansy  
District 04 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE  
PPNO 1454G/EA 2K700 – ALAMEDA COUNTY – INTERSTATE 880  
RESOLUTION FA-21-32**

ACTION UPDATE: Provided additional cost increase information

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,350,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Pavement Preservation project on Interstate 880 (I-880), in Alameda 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 I-880, in the City of Fremont, from Santa Clara County line to north of Fremont Boulevard Overcrossing, in Alameda County. The project will replace 90 lane miles of asphalt concrete surfacing, upgrade 42 curb ramps to Americans with Disabilities Act (ADA) standards, upgrade 16,000 feet of guardrail, replace loop detectors, enhance uncontrolled crossing locations with rectangular rapid flashing beacons, and modify Traffic Operation systems and signs.

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

This project's PS&E phase was programmed for \$5,000,000 in the SHOPP for completion in Fiscal Year 2021-22. In June 2020, the project received PS&E allocation for the amount that

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was initially programmed. In November 2021, the project received G-12 funds in the amount of \$700,000. The PS&E phase is currently 80 percent complete and the remaining budget is \$187,000, which is insufficient to complete the phase. The project is scheduled to be Ready to List by June 2022 and complete the remaining PS&E activities by March 2023.

**REASON FOR COST INCREASE:**

The project realized cost increases due to the addition of Positive Work Zone Protection (PWP), additional public and local outreach and engagement regarding curb ramp work and construction staging, and coordination with utility owners to minimize and avoid conflicts.

Assembly Bill 759 requires PWP be evaluated for all projects. The Department issued design guidance in January 2022 to assist with compliance. The Department evaluated and incorporated the most suitable and feasible PWP measure for this project. The Department selected the movable barrier as the PWP measure due to the length of the project, number of lane miles, and scope of work. The use of this PWP measure on this project will help evaluate its effectiveness for future projects. Incorporating the PWP into the project and staging plans increases the support costs by \$950,000. A project amendment will be processed to capture the change in construction strategy and increased construction costs associated with the PWP elements. Current estimated construction capital and support cost increase due to the PWP elements ranges from \$20 million to \$25 million. The Department is fully committed to deliver this project.

The project includes improving 42 curb ramps at ten interchanges to current standards. The project started with the design of 52 curb ramps, but 10 were found to be infeasible and will be constructed on other projects. Preliminary design efforts during the Project Approval and Environmental Document phase identified general site-specific details, however after surveying and design efforts were underway, additional issues were identified that required redesign to minimize impacts to traffic operations, safety, right of way, utilities, and environmental considerations. Extensive coordination and outreach have been necessary with many regional partners including the Cities of Fremont and Newark, Bay Area Infrastructure Financing Authority, and Metropolitan Transportation Commission. The coordination and outreach involved the ramp closures, detours through local streets, shuttle service during curb ramp upgrades, and minimizing noise and other construction activities. Shuttle services will be required at the interchanges to facilitate pedestrian movements due to limited existing bike and pedestrian facilities.

The project extends approximately 12 miles and involves numerous utilities. Additional coordination and investigations were required to account for impacts caused by the proposed project elements including guardrail, overhead sign structures, closed-circuit television cameras, and permanent changeable message signs. Additional surveying, as-built research, and coordination was needed to protect existing priority utilities and fiber optic cable and electronic tolling systems that were recently installed for the express lanes.

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**CONSEQUENCES:**

If this supplemental allocation request for additional funding is not approved, the Department will not be able complete the PS&E phase and contract documents to proceed to construction to improve the pavement and meet ADA compliance. The project would be delayed until future funding is available to be reprogrammed, potentially at higher costs due to rework, escalation, new requirements and re-engagement and outreach with the local agencies and the public.

**FINANCIAL RESOLUTION:**

Resolved, that \$1,350,000 be allocated to provide funds to complete the pre-construction PS&E phase for this SHOPP project.

Attachment