

MEMORANDUM

TAB 92

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(1), Action Item - **YELLOW REPLACEMENT ITEM**

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District 01 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 4675/EA 0H140 – MENDOCINO COUNTY –
UNITED STATES HIGHWAY 101
RESOLUTION FA-23-81**

ACTION UPDATE: *Additional information on the reason for cost increase.*

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,030,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Americans with Disabilities Act Curb Ramps project on United States Highway (US) 101, in Mendocino County, to complete the Plans, Specifications, and Estimate (PS&E) 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 US 101 in Hopland, from north of Feliz Creek Bridge to north of First Street, in Mendocino County. The project will upgrade pedestrian facilities, rehabilitate pavement, and upgrade signs, guardrail, and transportation management system elements.

FUNDING AND PROGRAMMING STATUS:

In May 2020, the project's PS&E phase was programmed for \$1,001,000 in the SHOPP for allocation in Fiscal Year 2021-22. In June 2021, the project was amended to increase the PS&E to \$1,300,000 due to utility relocation coordination and complicated drainage design that will impact sidewalk, crosswalks, and pavement grades. In December 2021, the project was

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amended again to move out the allocation of PS&E and Right of Way Support to 2022-23 due to additional environmental phase field reviews, preliminary surveys, and drainage studies. In August 2022, the project received a PS&E allocation for \$1,300,000. In October 2023, the project received G-12 funds in the amount of \$330,000 for PS&E. The PS&E phase is currently 55 percent complete, with a remaining budget of \$159,000, which is insufficient to complete the phase. The project is scheduled to be Ready to List in June 2025. If this request for additional funding is approved, it is anticipated to complete the remaining PS&E activities by November 2025.

REASON FOR COST INCREASE:

The project realized cost increases due to a design change to improve the pedestrian crossings at one intersection and extensive coordination with the utility owners and the local agencies to minimize impacts to their facility.

Originally, the project proposed to upgrade the pedestrian facilities by reconstructing curb ramps. In January 2023, the Department's Traffic Safety and Operations group, as part of the project development team, proposed a new safety improvement which required a design change to the existing intersection of US 101 and State Route (SR) 175. This change was incorporated because it removes the free right turn lanes in both directions thus reducing pedestrian exposure and shortens the distance crossing the state highway. This design change was not accounted for in the Project Initiation Document or the Project Approval and Environmental Document phases. The redesign of the intersection is the controlling point for the design of the pavement surface and drainage throughout the project limits and required re-work for all functional units. The pedestrian improvements require the grades of the two facilities to match. The grade of US 101 will be lowered to accommodate the pedestrian crossing. The grade of SR 175 from US 101 to the railroad facility (approximately 450 feet away) is prone to localized flooding. The project needs to incorporate changes to the existing drainage facilities and patterns to minimize this occurrence. The change in elevation also impacts an existing water line along US 101 which will require relocation. The design modifications were kept within the environmental footprint, and changes will be documented during environmental re-certification.

The Department continues to coordinate utility relocation efforts with the Hopland Municipal Advisory Committee, Hopland Public Utility District (HPUD), and public officials. The Department continues to investigate ways to minimize impacts to the local agencies by refining some of the design elements. However, the local agencies have expressed fiscal constraints for the relocation of the water line. This effort has taken longer than anticipated and other alternatives may need to be explored due to the fiscal impacts.

As part of the of the Department's coordination, a water pollution control alternative compliance plan (ACP) had been developed to help minimize impacts to the HPUD and the community. This ACP was not anticipated since the Department had developed a best management plan strategy. Additional resources were expended to develop the ACP to comply with the county's

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requirements. The ACP requires offsite treatment and additional coordination with the local agencies.

The Department will utilize the \$2,030,000 to complete PS&E documents, perform reviews, complete the environmental re-certification, utility coordination, and right of way certification, and fund the remaining PS&E activities through award by November 2025.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the PS&E phase of this project, which would postpone the multi-modal needs as requested by the community. The project will need to be reprogrammed in a future SHOPP cycle which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$2,030,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment