

# Memorandum

# TAB 52

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 18-19, 2017

Reference No.: 2.5e.(3)  
Action Item  
**REPLACEMENT ITEM**

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of Transportation  
Programming

Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING ACTION FOR PREVIOUSLY APPROVED PROJECTS RESOLUTION FA-16-11**

## **RECOMMENDATION**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve additional funds for pre-construction activities for the SHOPP project described in the table below.

## **BACKGROUND**

The passage of Senate Bill 486 has increased the purview of the Commission over the State Highway Operation Protection Program (SHOPP), which includes an increase of responsibility for the approval of capital outlay support (COS) cost increases beyond the limits provided by Resolution G-16-12; which was approved by the Commission in January 2016. (It should be noted that the authority under Resolution G-16-12 also applies to projects in the State Transportation Improvement Program (STIP) as well as the SHOPP.) Therefore COS cost increases, exceeding the limits in the program, must also be approved by the Commission.

Dist-PPNO EA	County Route	Project Description		Project ID	Program Fiscal Year Program Code	
04-0756K 0G642	Marin SR 1	Near the Point Reyes Station, at the Lagunitas Creek Bridge No. 27-0023. Replace bridge.		0413000350	SHOPP 19-20 20.20.201.113	
Component	2016 SHOPP Programmed Amount	G-12 Adjustment	Expended Amount	Supplemental Funds Request for:	Revised Amount	Percentage Increase
PA&ED	\$2,300,000	\$0	\$2,079,000	\$1,887,000	\$4,187,000	82.0%

### **REASONS FOR COST INCREASE**

The Lagunitas Creek Bridge, locally referred to as the Green Bridge, serves as a vital link for communities in West Marin County along State Route 1 between Point Reyes Station and Olema. Adjacent and parallel to the San Andreas Fault, the existing 1929 steel truss bridge does not meet current roadway safety, live-load and seismic design standards, and is considered structurally deficient. The existing bridge has significant corrosion and rust in the truss members and supports, cracked and deteriorated deck and floor beams, weak connections, under-reinforced abutments, un-reinforced piers, unknown pile length with potential foundation instability and non-standard 11-foot lanes and no shoulders. Due to the age of the bridge, its deteriorated condition and its proximity to the San Andreas Fault, the Department has identified the bridge for seismic retrofit or replacement.

This Supplemental Funds Request for Project Approval and Environmental Document (PA&ED) provides for additional environmental and preliminary engineering work to complete this phase of project development and to identify ways to dramatically reduce the estimated 3-year bridge construction duration and related traffic delays due to one-lane traffic control on a temporary bridge that would impact the community, businesses, tourism, emergency response and local access to schools and other services. The additional resources will enable the Department to complete the evaluation and refinement of an identified set of alternatives to minimize the environmental footprint and right of way requirements and to preserve the visual and historic character of the community while being fiscally prudent.

The Project Initiation Document proposed a precast concrete bridge replacement, which would require a 3-year construction schedule, an adjacent temporary bridge, four right of way acquisitions, three construction easements, and a large environmental footprint with temporary and permanent impacts. However, through the NEPA/CEQA public input process at multiple project scoping meetings, briefings with elected officials and resource agencies coordination, significant concerns were raised regarding impacts on the community, emergency response, businesses, tourism and the sensitive environment. The community has been highly engaged and interested in participating in the development of the project. Additional work is necessary to evaluate feasible alternatives and design elements beyond the initially proposed concrete bridge to maintain the look and historic character of the community, improve pedestrian and bicycle access, and minimize construction duration, traffic detours and delays, access disruption, right of way takes and environmental footprint. Fully evaluating the set of alternatives at this time will inform the project of potential concerns, provide timely resolution, gain public support and mitigate risks of future rework, potential litigation or condemnation.

Current efforts to date consisted of multiple meetings with the public, key community and resource agencies, stakeholders, follow-up responses, completion of most of the technical studies for the Draft Environmental Document (DED), and the development of 35 percent design for multiple alternatives in collaboration with the community and resource agencies. Nearly 20 environmental and design technical studies have been completed, including topographic and bathymetric surveys, traffic analyses, fish passage assessment and various other species surveys, tree and wetland surveys, visual impact analysis, water quality, air and noise, hazardous materials, cultural resources report, preliminary hydraulic and geotechnical reports, community impact assessment and sea level rise study.

The additional PA&ED funding will provide for the completion of remaining studies such as the retrofit analysis and preliminary traffic management plan, finalizing and release of the DED, holding the public hearing in the summer of 2017, responding to public comments, coordinating with resource and local agencies and selecting the preferred alternative for environmental approval by early 2018. The retrofit analysis will provide confirmation for the community that bridge retrofit is not feasible and greater technical analysis will address potential future legal challenge of the current qualitative retrofit evaluation, environmental document or right of way acquisition. Also, an evaluation of the use of incentive and disincentive in contract specifications will be done to manage risks in capital construction cost and reduce construction duration. Updated project work plan and risk management plan will be used to monitor and ensure progress and delivery of PA&ED within the requested funds.

After selection of the preferred alternative, the Department will update the cost of subsequent project components Plans Specifications and Estimates (PS&E), Right of Way Capital and Support, and Construction Capital and Support prior to the anticipated delivery in Fiscal Year 2019-20.