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SBCAG STAFF REPORT

SUBJECT: Santa Claus Lane Bikeway

MEETING DATE: July 21, 2022

AGENDA ITEM: 6

STAFF CONTACT: Fred Luna

RECOMMENDATION:

- A. Approve and authorize the Chair to execute Amendment No. 2 to the Agreement with MNS Engineers for design, right of way, permitting, utility coordination and other support services required during construction for the Santa Claus Lane Bikeway project with an increase of \$440,000 for a revised total amount not to exceed \$1,523,100 with a change in the period of performance to be extended an additional 2 years to June 30, 2025.
- B. Approve and authorize the Chair to execute an Agreement with the Cachuma Resource Conservation District, (CRCD), a special district in the State of California, for services and construction to mitigate for wetland impacts to comply with permit conditions for the Santa Claus Lane Bikeway Project, in the amount not to exceed \$626,953 and a period of performance including post-construction monitoring through July 31, 2027.
- C. Approve and authorize the Executive Director to execute an Agreement with the South Coast Habitat Restoration, similar to attached and based upon review and concurrence with legal counsel, for services and construction to mitigate for riparian impacts to comply with permit conditions for the Santa Claus Lane Bikeway Project. Agreement will be in the amount of \$102,487 with a period of performance including post-construction monitoring through July 31, 2027.
- D. Approve and authorize the Chair to execute Cooperative Agreement (05-0397) with Caltrans for the construction phase of the Santa Claus Lane Bikeway. The total Agreement amount is \$13,216,000, including \$5,199,000 in local funds from Measure A and Regional Surface Transportation Program (RSTP) funds from the Highway 101 reserve. The Board must approve additional contributions of Measure A funds for this Project, if required.

DISCUSSION:

The Santa Claus Lane Bikeway Project (Project) will close a gap in the California Coastal Trail (CCT) connecting Santa Claus Lane (County of Santa Barbara) to Carpinteria Avenue (City of Carpinteria). The project has been identified in local and regional plans over the years and is broadly supported by local agencies and the California Coastal Commission. The project was also identified in Local Coastal Program amendments approved by both the City of Carpinteria and the County of Santa Barbara in relation to the adjacent Highway 101: Carpinteria to Santa Barbara improvements.

The project is primarily located in Caltrans right of way adjacent to Highway 101 but has connections in property owned by the City of Carpinteria and the County of Santa Barbara. Caltrans is the lead agency for environmental and will be identified as the applicant for any coastal and regulatory permits. SBCAG is the implementing agency and has funded work to date to complete the environmental document and preliminary engineering. In 2018, the Project

was awarded \$6.8 million in funding from Senate Bill 1 (SB1) for construction along with several other Highway 101 and parallel projects. Furthermore, SBCAG has used another SB1 source of funding, from the Local Partnership Program (LPP) to fund pre-construction work matched by Measure A funds and Highway 101 reserve funding from the Regional Surface Transportation (RSTP) funds.

Caltrans and SBCAG have been working in partnership to deliver this project, with SBCAG being the implementation lead and Caltrans providing the oversight during the environmental, design, right of way and permitting phases. The Project is included as one of the Construction Management General Contactor (CMGC) in the Highway 101 corridor and has been coordinated closely with adjacent Highway 101 improvements. Caltrans will be the construction lead. The project is anticipated to start construction in September 2022, which requires that the California Transportation Commission (CTC) vote the SB1 construction funds at its meeting in August 2022.

In order to get to vote the funds in August at the CTC meeting, the project must achieve the following milestones, among others.

- Environmental Certification
- Right of Way Certification
- Ready to List
- Agreed to Price (with CMGC contractor)

Staff is seeking approval by the SBCAG board to execute several agreements that are required to be able to start construction on time for work to commence in September 2022. Having the work start at that time has been determined to be the most efficient for the following reasons:

- Minimizes the length of ramp closure to the Santa Claus Lane southbound on-ramp
- Reduces impact to businesses and residents
- Aligns best with on-going Highway 101: Padaro segment work
- Avoids summer season along Santa Claus Lane

Below is a summary of the actions and agreements which staff is recommending for approval by the SBCAG board. A presentation will be given to the board.

MNS Engineers Amendment No. 2

In February 2020, the SBCAG board approved a contract to retain MNS Engineers to complete the Plans, Specifications and Estimate (PS&E) and Right of Way (ROW) phases, which includes all detailed design, development of contract packages, coordination with the CMGC contractor and adjacent 101 projects, utilities, right of way and permits.

Amendment No. 2 is being proposed to address additional costs for a number of additional work efforts, scope changes and future work to provide design and environmental support during construction. Currently, this contract is funded by the following sources: SB1 Local Partnership funds, Measure A and RSTP. The additional work efforts were related to:

- Design refinements to work with UPRR and reduce need for easement, which include specialized designs for sheet pile wall, geotechnical support information
- Design to include specialized aesthetic details to meet coastal permit requirements
- Additional coastal permitting reviews and coordination with two agencies, plus additional processing for component from another adjacent project that will be built with SC Lane Bikeway Project
- Multiple reviews and coordination with resource agencies for regulatory permits

The new work efforts during construction under the MNS agreement will be for them to provide directly or through subconsultants support to the construction team to address requests for information from the contractor, review change orders, review submittals as necessary, and provide environmental and permitting support to field staff.

Mitigation Agreements related to Permits

The Santa Claus Lane Bikeway is being built between Highway 101 and Union Pacific Railroad tracks. This is a narrow corridor that is characterized by riparian and wetland habitat overlooking the Carpinteria Salt Marsh. During the environmental phase of the project the analysis identified both temporary and permanent impacts to wetland and riparian resources which would need to be mitigated. Early consultation with both the City and County, resource agencies and the coastal commission confirmed mitigation approaches and ratios. Unfortunately, because of the narrow area for which this project is being constructed, no area exists to mitigate for these impacts on the project site. The project team working with Caltrans also looked at areas in the Highway 101 corridor but all available areas for potential mitigation were being used as a result of Highway 101 project needs for on-site mitigation. Thus, it was determined early that off-site mitigation was necessary. The Project team has spent much time coordinating with resource agencies through the permits and getting consensus from the local permitting authorities on the mitigation approach and early this year it was determined two off-site mitigation strategies would be implemented, one to address the riparian impacts and one to address the wetland impacts. Proposed agreements have been reached with two entities who act as stewards with on-going mitigation programs to address enhancement and re-establishment of these resources. One of the agreements is proposed with the Cachuma Resource Conservation District, (CRCD), a special district in the State of California, for services and construction to mitigate for wetland impacts to comply with permit conditions. A second agreement is proposed with the South Coast Habitat Restoration (SCHR) for services and construction to mitigate for riparian impacts to comply with permit conditions.

The agreement CRCD is for mitigation to re-establish wetland habitat within the Carpinteria Salt Marsh for a period of up to five years that includes tasks such as: removal of invasive species in salt marsh and establishment of wetland vegetation; seed collection and planting; treatment areas and reporting and monitoring to meet performance requirements in permit. The agreement with SCHR is to re-establish and mitigate for riparian habitat in Carpinteria Creek over a period of five years which includes slope stabilization measures along creek banks to preserve existing habitat, replanting of riparian vegetation and removal of undesirable vegetation material. The total cost for this work, which is covered under the project right of way capital budget, is approximately \$730 thousand. The project had \$500 thousand budgeted for right of way capital for mitigation, easements and utility relocations. There are no costs for easements or utility relocations on the project. The balance of funding will be covered by a share of Measure A and LPP-F.

Construction Cooperative Agreement

A construction cooperative agreement is required between SBCAG and Caltrans to document Caltrans' responsibility to lead the construction administration for the project and how funding from various state and local sources are being contributed to fund the costs. Staff is recommending that the board approve and authorize the Chair to execute Cooperative Agreement (05-0397) with Caltrans in the amount of \$13,216,000, including \$5,199,000 in local funds from Measure A and Regional Surface Transportation Program (RSTP) funds from the Highway 101 reserve (see Table 1 below). The Board must approve additional contributions of Measure A funds for this Project, if required. The current project cost experienced some cost

increases related to building specialized steel pile retaining walls to avoid encroachment onto UPRR right of way, building a portion (turnaround) of the Santa Claus Lane Streetscape to reduce future conflicts for residents and businesses and general price increases due to market conditions. The cost increases have been partially mitigated by SBCAG staff by reprogramming funding from Segment 4B (\$1.5 million in local dollars) and another \$1.19 million in Solutions for Congested Corridors from another project in the corridor to be approved by CTC in August.

**Table 1
Construction Phase Costs**

Cost Category	Amount (\$ millions)
Construction Capital - Contract Items, Contingencies, and Supplemental Work Items	\$12.466
Construction Support	\$0.750
Total Project	\$13.216

Summary

Staff is recommending that SBCAG approve the above referenced contract agreements and amendments which mark several of the last steps to get the Santa Claus Lane Bikeway to construction. Construction of this Project will mark the completion of a broad and successful partnership between SBCAG, Caltrans, the City of Carpinteria and the County of Santa Barbara and fulfill the commitment to the CTC of another SB1 funded project being delivered to construction.

The above recommended actions are not a "Project" under the California Environmental Quality (CEQA) Act under CEQA Guidelines section 15378.

ATTACHMENTS:

- A: MNS Contract Amendment No. 2 (web posting only)
- B. Agreement with CRCDD for wetland mitigation (web posting only)
- C: Agreement with SCHR for riparian mitigation (web posting only)
- D. Cooperative Agreement (05-0397) with Caltrans for construction (web posting only)