



## STAFF REPORT

**SUBJECT:** US 101 Corridor Project Updates

**MEETING DATE:** November 4, 2015

**AGENDA ITEM:** 5

**STAFF CONTACT:** Fred Luna

### RECOMMENDATION:

A. Receive an update on the US 101 / Linden-Casitas Interchanges Project (Phase III) as it nears the end of coastal permitting phase.

B. Receive an update on the design phase for the 101 HOV (Phase IV) project and consider a recommendation to the SBCAG board for US 101 Corridor Support Service contracts.

### SUMMARY:

The Linden Avenue-Casitas Pass Road interchanges project in Carpinteria (Phase III) continues to make great progress through the design and coastal permitting process. Since SBCAG staff last reported to the South Coast subregional committee in August 2015, the Local Coastal Program Amendment related to the project was approved by the Carpinteria City Council on October 12, 2015 after having a hearing at the coastal commission on October 6, 2015. The City council is scheduled to approve the coastal development permit at its November 9, 2015 meeting. This will pave the way for the project to receive an allocation vote of construction funds by the California Transportation Commission (CTC) in December 2015. This is assuming the Commission chooses to vote funds for any projects. There is a projected short term shortfall in the State Highway Account that has caused them to consider developing a priority list of projects to fund, or "allocation plan". They may vote funds to shovel ready projects in December, or they may delay voting until they have a prioritization plan adopted. It is critical that Carpinteria approve the Coastal Development Permits for the projects in November and make the project ready-to-go, to improve its chances of being funded, or the project may be delayed for a year or more, delaying Phase IV in Carpinteria, including the elimination of the 4-lane bottleneck in the city.

In August 2015, the SBCAG board approved a number of actions to initiate the design phase of the US 101 HOV Project (Phase IV). This included hiring a design consultant, Mark Thomas and Company, to produce design details (up to 35%) for the northern segment of the corridor from Santa Barbara to Summerland. Caltrans is working on the southern segment, charged with completing similar design efforts from Summerland to Carpinteria. Additionally, SBCAG approved 3 corridor support services contracts for flood analysis in the various creeks, coastal permitting and right of way / utility support. The consultant teams for those services are fully on board and working toward the overall completion of the Decision Point Document package by early 2017. In August 2015, staff noted that additional corridor support service contracts would be brought to the board for approval in following months, and staff is seeking a recommendation from the South Coast subregional committee for the following contracts: 1) Public Outreach and Community Relations; 2) Design Visualizations / Renderings / Graphic Support; 3) Project Management Support; and 4) Risk and Value Analysis. SBCAG conducted a detailed

procurement process assisted by local agencies and Caltrans to reach the staff recommendation on the consulting firms proposed to provide these additional services. The total cost for these additional services over the next 18 months is anticipated to be around \$0.7 million. .

## **DISCUSSION:**

### **Phase III: Linden-Casitas Interchanges**

The Linden Avenue / Casitas Pass Road Interchanges project is Phase III of the four phase strategy to widen US 101. The project construction cost is estimated at \$77 million (capital and support) and is funded by SBCAG's formula share of STIP state gas taxes and Caltrans' "grandfathered" STIP state gas taxes.

Environmental studies and design are complete for the project. On October 12, 2015, the City of Carpinteria approved an amendment to their Local Coastal Program (LCP). The City approved suggested modifications for the plan amendment made by the California Coastal Commission (CCC) at a hearing held on October 6, 2015 in Long Beach, CA that was attended by City and Caltrans staff. The next step is the November 9, 2015 City Council meeting where the Coastal Development Permit (CDP) for the Phase III project will be agendized for approval as well as the maintenance agreement between the City and Caltrans.

Achievement of these milestones is the culmination of over two years of cooperation and consultation between city staff, Coastal Commission staff, SBCAG and Caltrans project team to balance coastal act policy conflicts created by the Phase III project. The LCPA also addressed the 101 HOV project (Phase IV) and the Santa Claus Lane Bikeway project. The balancing provisions included in the LCP amendment will be achieved through improved coastal access via the construction of a bicycle trail connection between Carpinteria Avenue and Rincon County Park, a bicycle trail connecting Carpinteria Avenue and Santa Claus Lane. The LCP amendment will also result in improvements to create community garden opportunities within the community of Carpinteria to offset the loss of agricultural land in the coastal zone.

Another key process in the development of the Phase III project has been the on-going discussions with FEMA regarding making corrections to floodplain mapping on Carpinteria Creek downstream of US 101. In August 2015, staff last reported that FEMA had agreed to the project team's proposed strategy, put forth by the City of Carpinteria, to request a map correction of the existing Carpinteria Creek floodplain. The City of Carpinteria, along with project team members, directed the technical work that was ultimately submitted to FEMA on July 13, 2015. On August 27, 2015, FEMA provided a response approving the technical submittal of the draft floodplain map correction. The City of Carpinteria acknowledged the development of the draft Flood Insurance Rate Map (FIRM) and began the process of identifying which property owners to notify as a result of the revised FIRM. Notifications by the City are still pending.

Caltrans has submitted a request to have the California Transportation Commission (CTC) allocate the construction funds at its meeting on December 9, 2015. If the project is voted in December, construction would begin as early as the spring of 2016. There is a risk the funds might not be voted due to a projected short term shortfall in the State Highway Account that has caused the Commission to consider developing a priority list of projects to fund, or "allocation plan". They may vote funds to shovel ready projects in December, or they may delay voting until they have a prioritization plan adopted. To maximize the chances of the project being funded in December, the coastal permit has to be issued by Carpinteria in November. Any delays in

permitting or other perceived weakness in the project's readiness in Sacramento could lower the project's priority for the CTC and doom the project to a delay of a year or more.

#### **Phase 4: South Coast 101 HOV Project**

In August 2015, the SBCAG board approved cooperative agreements with Caltrans to share the responsibilities for developing the detailed design of the project for the entire 10 mile corridor. The agreements outlined Caltrans leading the design effort on the southern segment from Summerland to Carpinteria and SBCAG leading the design effort on the northern segment from Santa Barbara to Summerland. The board approved a contract with Mark Thomas and Company who would lead the design effort for SBCAG. Furthermore, the board approved three contracts for consultants to provide "Corridor Support Services" for: 1) flood analysis in the various creeks: 2) coastal permitting; and 3) right of way / utility support

Mark Thomas and Company and the Caltrans teams are coordinating and developing on detailed design efforts. Monthly meetings are underway and work is progressing to complete the Decision Point Document package by early 2017. Some of the key initial tasks completed by Caltrans and consultants include the following:

- Integration of 101 Rehabilitation project scope into the 101 HOV
- Refinement of construction staging approaches to reduce proposed construction duration and lower costs
- Hydraulic modeling of various creeks in the corridor to develop design parameters for creek bridges and culverts and to identify any floodplain issues with FEMA
- Initial coastal permitting discussions with local agency and Caltrans staff to understand overall timing of work flow on Decision Point Documents and coastal permitting efforts that would be required
- Identification of utilities and confirmation by utility companies
- Initial coordination with UPRR on overall 101 HOV improvements and rights to enter for various investigative work
- Development of geotechnical boring plan to support the design efforts related to bridges, roadway, sound walls and retaining walls

Caltrans and SBCAG work closely with Tony Harris as work progresses. The Corridor Advisor team has developed a 101 Corridor master schedule to coordinate the workflow of these various activities.

In August 2015, staff noted that additional corridor support service contracts would be brought to the board for approval to complete the US 101 Corridor team. Staff is seeking a recommendation from the South Coast subregional committee to have the SBCAG board approve contracts with the following consultants shown in Table 1, with the overall contract amount to be authorized over the next 18 months of work. Work will be issued via task orders that can be approved by SBCAG's Executive Director.

**Table 1  
US 101 HOV Contracts/Agreements**

Consultant	Local Experience?	Scope	Est. Cost (millions)	
			Total	Local %
Ayars & Associates	Yes, this is an experienced Santa Barbara based outreach firm that worked on Phase I Milpas\Hot Springs.	Public outreach for the US101 Corridor. Focusing on Phase III Community Outreach (Linden\Casitas) during construction and Phase IV	\$0.250	100%
Parsons Brinckerhoff	This L.A. based firm worked on 101 in Motion and the 2010 Measure A Strategic Plan. They will be using Ayars and MNS, local subs, to support them.	Development of design visualizations, renderings, graphic design support, photography and video production	\$0.200	25%
COM3 Consulting	Yes, COM3 of Santa Barbara has assisted SBCAG on many program and project management activities.	Assist with various Measure A financial and project management duties and project management support	\$0.100	100%
Value Management Services, Inc.	This firm from Escondido has a small role to play as a facilitator of engineering meetings between the Caltrans and SBCAG design teams.	Facilitate value analysis and risk analysis workshops with the design teams to evaluate design options, manage and quantify risks.	\$0.150	0%
<b>Total</b>			<b>\$0.700</b>	

SBCAG conducted a detailed procurement process assisted by local agencies and Caltrans to reach the staff recommendation for the various consultants identified in Table 1 for the services described. The total cost for these additional services over the next 18 months is anticipated to be around \$0.7 million, coupled with authorizations made in August 2015, of \$6.6 million for design and other corridor support services bringing the total for these services to \$7.3 million to be funded by Measure A. The budget that had been previously established when presented to the board in March 2015 was on the order of \$9.9 million from Measure A.

**RECOMMENDATION:**

Receive a report on Phase III and Phase IV of the US 101 HOV project and recommend that the board approve contracts with Ayars & Associates, COM3, Parsons Brinckerhoff and Value Management Services, Inc. to complete the consultant project development team for Phase IV.