



## MEMORANDUM

**TO:** Kim Shultz **DATE:** March 23, 2007  
**FROM:** Chris Metzger **PROJ #:** SJ086000  
**SUBJECT:** Highway 1 HOV Lane Widening -  
Extra work – completion of ED and  
PR – Revision 1

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This memo updates the previous memo, dated January 31, and reflects our discussions for the purpose of quantifying the additional budget required to complete the Environmental Document (ED) and Project Report (PR) for the Subject Project. As previously reported, the current allocated budget is anticipated to be completely expended upon circulation of the Draft Environmental Documents due to project delays and additional work activities. .

Items (1) through (3) below are adjustments to the current budget due to project delays and/or reallocation of the original task budgets to address new or additional work items. Item (4) expands an existing task to support discussion under consideration by the RTC and the Transportation Funding Task Force. Item (5) addresses issues related the level of design engineering necessary and appropriate at the Project Approval/Environmental Documentation (PA/ED) phase for process design exceptions for project alternatives and changes to state storm water regulations.

Items (6) through (8) are new work items for potential inclusion in the contract scope of work. An estimated budget range has been provided for these work items with the understanding that if approved, the low end of that range would be used in the contract budget with the balance deposited into a project contingency fund. Item (9) is a contingency fund in the event new or existing work tasks go over budget and represents approximately 3% of the total proposed contract amount.

Following is a brief description of the work tasks and proposed funding levels:

- 1) Task 1 Project Management. Additional funding is required due to an increased number of public presentations over the original project scope and an extension of an additional 18 months due to project delays.

Estimated budget, including escalation:

Use: \$150,000

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- 2) Task 9 – EIR / EIS Approval and Final Project Report. The original project budget was reallocated to other planning activities including updating survey monuments through the central section of the corridor, advancement of the Soquel/Morrissey Auxiliary Lane project, and reassessment of the Highway 1 Bike/Pedestrian Crossings.

Original Budget: \$206,706. Allow 6% escalation (2007 to 2009). Use: \$220,000.

- 3) Task 4 (Portion) – Archeological Subsurface Exploration and documentation. The original project budget was reallocated to other planning activities as identified above.

Original Budget: \$240,000. Allow 6 % escalation. Use: \$255,000.

- 4) Task 5 Preliminary Engineering. Additional work is proposed beyond construction staging tasks to assess a “fundable” project (i.e. subdividing project elements and/or reduction in the number of auxiliary lanes, and re-assessment of corresponding performance measures) to correlate a fundable project within available/desirable funding constraints. This activity is intended to assist the deliberations of the RTC’s Transportation Funding Task Force and identification of a Preferred Project Alternative supported by the community.

Estimated budget, including escalation: Use: \$110,000

- 5) Addition to Task 5 Preliminary Engineering. The current scope defines our final engineering product to reflect a 10% design level of development. Should it be desired to meet Caltrans request to achieve a 35% design level of development, for both the TSM and the HOV alternatives, additional design development work would be required. In addition to geometric development requirements, additional engineering related items that could impact budget include development of preliminary staging plans, preparation of and engineering for storm water treatment (changing Storm Water Data Report requirements), and preliminary structural plan requirements (currently planned to prepare only one Advance Planning Study for each impacted structure)

Estimated budget, including escalation: Range of \$ 225,000 to \$ 400,000 (dependent on approvals of design exceptions, and the number of changes requested to current geometric plans as of January 25, 2007). Use: \$ 225,000.

- 6) New Task: Assess feasibility of a Class I bicycle/pedestrian path parallel to Route 1 for the length of the project currently under consideration (Morrissey to Larkin Valley). This effort would focus on a path located within or adjacent to the State Right of Way. The initial effort will focus on keeping the path within the current APE, but the study will, if necessary, consider locations outside the current APE. The estimated budget below reflects development of options for the bicycle path, and a process to review the concepts with the RTC and a limited number of public agency staff. The effort below does not include a full public outreach effort on this concept at this time, but rather assumes the feasibility study will identify a future process for implementation of feasible concept(s).

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The feasibility study will consider cost, schedule and other impacts to the overall HOV project, summarized in a short report.

Estimated budget: Range of \$120,000 to \$180,000.

Use: \$ 120,000

- 7) New Task: Assess and document sustainable design elements for inclusion in the project development process (and the project). This effort includes development and approval of an education and collaboration process for identifying, evaluating and documenting potential sustainable elements that would be desirable for inclusion in the project. The estimated budget includes efforts for agency and community outreach on this issue. The result of this effort will be a sustainability implementation report, which will identify sustainable elements that fall into different categories, to include: Items considered but rejected (with documentation for the rejection); Items considered and agreed upon by the PDT for incorporation into the project; Items considered worth pursuing, but which cannot, within current agency constraints, be directly incorporated in the project (will require additional efforts to gain approval). The report will further document any agreed upon sustainability goals for the project, the value of the items considered (in sustainable terms), and identify steps required for implementation of those items to go forward in the process.

Estimated Budget: Range of \$90,000 to \$120,000

Use: \$ 90,000

- 8) New Task: Create visualization graphics to depict before and after conditions of the freeway at key locations. The graphics may include still renderings or video action series as information tools in describing the operation, functionality and/or aesthetic qualities of a freeway attribute. Subject areas could include specific interchange operations such as ramp metering simulation with HOV by-pass lanes, transit bus stops on freeway ramps with adjacent park and ride facilities and arterial transit interface, signal prioritization for transit vehicles at ramp/arterial intersections, aesthetic treatments freeway structures and landscape plans from the freeway and landside perspective.

Estimated Budget:

Use: \$100,000

- 9) Contingency. A contingency fund would be established in the amount of \$ 265,000, approximately 3.4 % of the total new contract amount. The contingency would be used to complete new task items described above or for unforeseen activities such as enhanced public outreach efforts with the release of the draft environmental document or response to questions/comments on the environmental documents. The authority to spend contingency funds would require written authorization of RTC's Executive Director.

Estimated Budget:

Use: \$265,000

The total proposed budget augmentation is \$1,535,000, with \$265,000 set aside as contingency, to complete the Environmental Document (ED) and Project Report (PR) for the Highway 1 HOV

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Lane Project. The half of the proposed budget increase (\$735,000) is due to project delays, extended schedules, and additional tasks already completed (Items 1-4). Item 5 in the amount of \$225,000 is to augment the existing engineering budget, and a total of \$310,000 in new work tasks (Items 6-8) intended to enhance the final project and assist public outreach and understanding of project elements.

The following are notes to be considered at this time for assessing the overall budget status:

- It is possible, given the reduced footprint, that the actual subsurface exploration effort (Item 2 above) would be less than the original anticipated effort. This will not be completely known until a preferred alternative is selected.
- Should the project duration be reduced, the Project Management effort (Item 3 above) would be similarly reduced.
- Complete, detailed scopes will be prepared prior to commencing of the work, with detailed budget estimates based on current conditions at the time.