

PROJECT CHANGE REQUEST

PROJECT ID. 05000 00007

DISTRICT/EA 05-0A050 PPNO 1501 PGM Doc. SHOPP PGM Del FY 15/16 PROG CODE 201.111

PROJECT (SCOPE) DESCRIPTION: SB 001 15.6 Near Lompoc, at the Salsipuedes Creek Bridge No. 51-0095. Replace bridge (Scour Mitigation).

DOES THIS PROJECT INVOLVE PROPOSITION 1B FUND(S)? NO YES , TYPE(S) (CMIA, Route 99, STIP, SHOPP, etc.) _____

SCOPE, COST & SCHEDULE CHANGES

TYPE OF REQUEST: PGM COST PGM YEAR SCOPE SPLIT / COMBINE OTHER: _____

COMPONENT Change (\$'s in 1,000's)

	EXISTING (PROGRAMMED)		PROPOSED		COST EXPENDED to Date % COMPLETE			COST CHANGE			
	Value	FY	Value	FY	Expended	% Expended	% Complete	Value	Value%	Yrs	Type
PA&ED	\$2,065	15/16	\$3,000	17/18	\$1,805	87%	70%	\$ 935	45 %	2	A
PS&E	\$1,398	15/16	\$2,100	17/18	\$ 0	0%	0%	\$ 702	50%	2	A
R/W SUP	\$ 122	15/16	\$122	17/18	\$ 2	2%	0%	\$ 170	0%	2	NA
CON SUP	\$1,500	15/16	\$2,000	17/18	\$ 0	0%	0%	\$ 500	33%	2	A
R/W CAP	\$ 100	15/16	\$100	17/18	\$ 0	0%	0%	\$ 0	0%	2	NA
CON CAP	\$5,560	15/16	\$6,500	17/18	\$ 0	0%	0%	\$ 940	17%	2	A
Total	\$10,745		\$13,822		\$1,807			\$3,077	29%		

WHAT PHASE IS THE PROJECT IN? PRE-PGM DELIVERY YR PGM DELIVERY YR & PRE VOTE POST VOTE

Cost Change Type	Description	Data Systems Changed	
	Cost Change Request Types	Programmed Budget	Approved Cost
A	Programming Cost Change	CTIPS	AMS Advantage
B	Headquarters Cost Approval		AMS Advantage
C	District Cost Documentation		
NA	No Change Proposed		
	Supplemental Funds Requests		
SFR	Supplemental Funds Request		AMS Advantage If Expenditures < 100%

New Project Description: Cty - Rte - PM - Description
(Only If Revised)

"010" Safety Project? Yes No

Project Performance	EXISTING (PROGRAMMED)		PROPOSED		PERFORMANCE CHANGE	
	Value	Bridge Units	Value	Units	Value	N/A% Units
1			N/A	N/A	N/A	N/A%

(SHOPP PRIMARY PERFORMANCE OUTPUT BY PROGRAM CODE)

1.) WHAT IS THE PROPOSED CHANGE?

To change the programming year from FY 15/16 to FY 17/18 and to add funds to PA&ED, PS&E, construction support, and construction capital.

**2.) COMPLETE THE FOLLOWING REGARDING THE LATEST TWO COST ESTIMATES.
(\$'s in 1,000's.)**

- | | | |
|-----------------------------------|-----------------------------|--------------------------|
| 1. ESTIMATE DATE: <u>4/5/13,</u> | Con Capital <u>\$5,560,</u> | RW Capital <u>\$100.</u> |
| 2. ESTIMATE DATE: <u>1/26/15,</u> | Con Capital <u>\$6,500,</u> | RW Capital <u>\$100.</u> |

3.) WHAT WAS THE REASON FOR THE CHANGE?

Summary:

National Oceanic Atmospheric Administration (NOAA)/National Marine Fisheries Service (NMFS) is requiring that Caltrans prepare a Supplemental Geomorphology Study and a Supplemental Biological Assessment (BA). They feel that the original BA did not provide enough information to develop a clear understanding of the potential effects of the proposed project. As a result, PA&ED needs to be pushed out to November 2015. In addition, extra support funds and construction capital are now needed for additional work required in the creek bed that was previously unidentified.

A more detailed explanation with background information is provided below:

On July 21, 2010, Caltrans received a letter from NOAA/NMFS summarizing information that they would need prior to entering into formal consultation under Section 7 of the Endangered Species Act (ESA) for the project's impacts to steelhead. Much of the information requested by NOAA/NMFS required extensive analysis of creek geomorphology, so Caltrans entered into a contract with Balance Hydraulics to conduct a geomorphology study. The first study began in the fall of 2011 and was completed in the fall of 2012. During this time, coordination between NMFS, Caltrans and Balance Hydraulics took place to ensure that NOAA/NMFS concerns were being addressed.

In September 2013, the original BA was complete and Caltrans requested the initiation of formal Section 7 consultation. On December 2, 2013, Caltrans received a letter from NOAA/NMFS indicating that they received both our BA and our request to initiate formal consultation under Section 7. NOAA/NMFS determined that formal consultation could not be initiated because they felt that the BA did not provide the necessary information to develop a clear understanding of the potential effects of the proposed action on the endangered steelhead and designated critical habitat. NOAA/NMFS explained that additional information was needed and once this information was obtained a Supplemental BA needed to be submitted. NOAA/NMFS is requiring a full analysis of impacts to the creek channel as a result of the removal of man-made materials such as a check dam or fish ladder, and proposed measures to maintain fish passage following removal of these elements be conducted. This requirement resulted in another geomorphology study to supplement the first.

Work on the Supplemental Geomorphology Study began in January 2014 and was completed in January 2015. It is anticipated that the data gathered in this study will provide sufficient information for NOAA/NMFS to analyze the project's impacts to steelhead and their critical habitat and to move forward with formal Section 7 consultation. The Supplemental BA is scheduled to be submitted to NOAA/NMFS by mid-February 2015 and they have 30 days to deem it complete. Once NOAA/NMFS deems the Supplemental BA complete they have 4.5 months to issue the Biological Opinion (BO). This puts issuance of the BO sometime around July 2015. Once the BO is issued, the Final Environmental Document (FED) will need to be updated with any new information and any new mitigation measures, which necessitates pushing the PA&ED date out to November 2015.

The Supplemental Geomorphology Study will also give Caltrans design alternatives for work required in the creek after removal of the existing concrete Rock Slope Protection (RSP). The work required in the creek has increased the construction capital cost because this work was not predicted when the first estimate was completed. In addition, Structures has increased their construction costs.

4.) WHEN WAS THE CHANGE DISCOVERED?

The change was discovered in January 2014, but there was not enough information available at that time to determine the additional support costs needed or the time required to achieve PA&ED.

5.) WHAT HAS BEEN DONE TO MINIMIZE ANY CHANGE?

Schedule and cost have been studied by all functional units and the earliest possible date to deliver the project has been agreed upon. Support dollars have been conservatively added to cover all additional work required. Unfortunately, we cannot reduce the scope because the permitting agencies will not issue a permit without the requested improvements in the creek. Environmental staff has been working with the contracted geomorphologists to choose the least costly alternative that will allow fish passage.

6.) WHAT CAN BE CONSTRUCTED WITH THE PROGRAMMED FUNDS?

The project cannot be constructed with the programmed funds due to the extra work required in PA&ED to complete the environmental document and additional work required by NOAA/NMFS.

7.) IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT?

N/A

8.) IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? IF YES, STATUS?

NO

9.) WAS A VALUE ANALYSIS STUDY CONDUCTED? EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED?

No. This project does not meet the criteria for a VA Study. However, the principals of value engineering have been applied to ensure cost effectiveness of the proposal.

10.) COST - WHERE WILL THE REQUIRED FUNDS COME FROM?

SHOPP

11.) PRIOR PCRs – LIST OTHER PCRs PREVIOUSLY APPROVED.

11/1/09 (PGM COST)

5/7/13 (PGM COST/PGM YEAR/SCOPE)

PROJECT CONCURRENCE

12.) (A) (STIP-RIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSIONS STAFF? EXPLAIN THEIR REACTION.

(B) (STIP-IIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER? EXPLAIN THEIR REACTION.

(C) (SHOPP) WHEN DID THE DISTRICT DISCUSS THIS WITH THE HEADQUARTERS PROGRAM MANAGER? EXPLAIN THEIR REACTION.

Diana Campbell, HQ Program Advisor, 201.111/Bridge Scour Mitigation, concurred with this PCR via email on January 29, 2015.

13.) LESSONS LEARNED, NEW STRATEGIES (What new information pertaining to this project could be beneficial to others?)

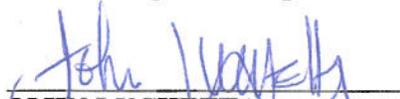
Work with resource agencies early in the project development process to get their input before scoping the project.

14.) District Project Manager Signature


 AMY DONATELLO
 District Project Manager

2/2/15
 Date

(805) 549-3014
 Phone Number

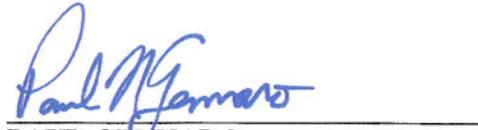

 JOHN LUCHETTA
 Acting Deputy District Director
 Program/Project Management

2/3/15
 Date

APPROVAL - COMMENTS - CONCERNS

- PD Concurrence
- PD Objections (detail concerns):

15.) Comments - Concerns:


 PAUL GENNARO
 HQ Project Delivery Coordinator

1/29/15
 Date

APPROVAL


 TIMOTHY M. GUBBINS
 DISTRICT 5 DIRECTOR

2/3/15
 Date

	Approve	Deny	No HQ Action
Cost	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schedule	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Split / Combine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Revise & Resubmit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


 JAMES E. DAVIS
 HQ DIVISION CHIEF
 PROJECT MANAGEMENT

2/27/15
 Date


 BRUCE DE TERRA
 ACTING HQ DIVISION CHIEF
 TRANSPORTATION PROGRAMMING

3-3-15
 Date

REQUIRED ATTACHMENTS

- (a) Attach 1 page copy (screenprint) of project workplan/status schedule.
- (b) Attach the current CTIPS project information.
- (c) PCR Data Worksheet, if applicable (for splits/comboines).
- (d) For STIP Projects, please attach the latest Project Programming Request (PPR).
- (e) Summary Cost Estimates, if/when needed.

PROJECT ID. 05000 00007
 DISTRICT/EA 05-0A050

