State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

TAB 21

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 10, 2014

Reference No.: 2.5e.(1)
Action Item

PASSED BY CTC DEC 10 2014 CALIFORNIA TRANSPORTATION COMMISSION

From: for NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti, Chief
Division of Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-14-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $64,700,000 in State Transportation Improvement Program (STIP) funds [$54,995,000 Interregional Improvement Program (IIP) and $9,705,000 Regional Improvement Program (RIP)] for the Route 101 - Willits Bypass project (PPNO 0125F) in Mendocino County.

ISSUE:

Additional funds are needed for one previously voted STIP project in order to complete construction.

RESOLUTION:

Resolved, that $64,700,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-301-0042, to provide additional funds for the project identified below.

Dist Co-Rte	Fund	Original Allocated Amount	Award Allotment	Current Allotment	Allocation Adjustment	Revised Allotment	% Increase Above Award Allotment
01	IIP	$115,184,000	$111,456,000	$122,771,600	$54,995,000	$177,766,600	49%
Men-101	RIP	$ 20,327,000	$ 19,669,000	$ 21,665,900	$ 9,705,000	$31,370,900	49%

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Funding Year Program Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-14-12**
1 $64,700,00 Department of Transportation MCOG Mendocino 01-Men-101 R43.1/49.0	**Willits Bypass.** In and near Willits from 0.8 mile south of the Haehl overhead to 1.8 miles south of Reynolds Highway. Construct a 2-lane highway on new alignment. (Future Consideration of Funding approved under Resolution E-07-15, July 2007.) Outcome/Output: The daily vehicle hours of delay saved is 3,664 hours and the daily peak person minute saved is 10 minutes. Total Revised Amount: $209,137,500. Supplemental Funds needed to complete construction.	01-0125F 2010-11 304-6058 RIP 20.20.075.600	$20,327,000		$20,327,000
		2010-11 304-6058 IIP 20.20.025.700	$115,184,000		$115,184,000
		RIP 2014-15 301-0042 SHA 20.20.075.600		$9,705,000	$9,705,000
		IIP 2014-15 301-0042 SHA 20.20.025.700 0100000005 4 262004		$54,995,000	$54,995,000

PROJECT DESCRIPTION:

The Willits Bypass project is located near the town of Willits from the Haehl Creek Overhead to Reynolds Highway. The project includes building a 5.9 mile, 2-lane highway on a new alignment with full access control and grade separation. The project will also include two interchanges, one at the northern and southern ends of the project, 14 bridges; two retaining walls; and a viaduct. This project is the first phase of a four-lane freeway bypass.

PROJECT LOCATION

This project is located in Mendocino County, in and near the town of Willits, from 0.8 miles south of the Haehl Overhead to 1.8 miles south of Reynolds Highway.

Figure 1

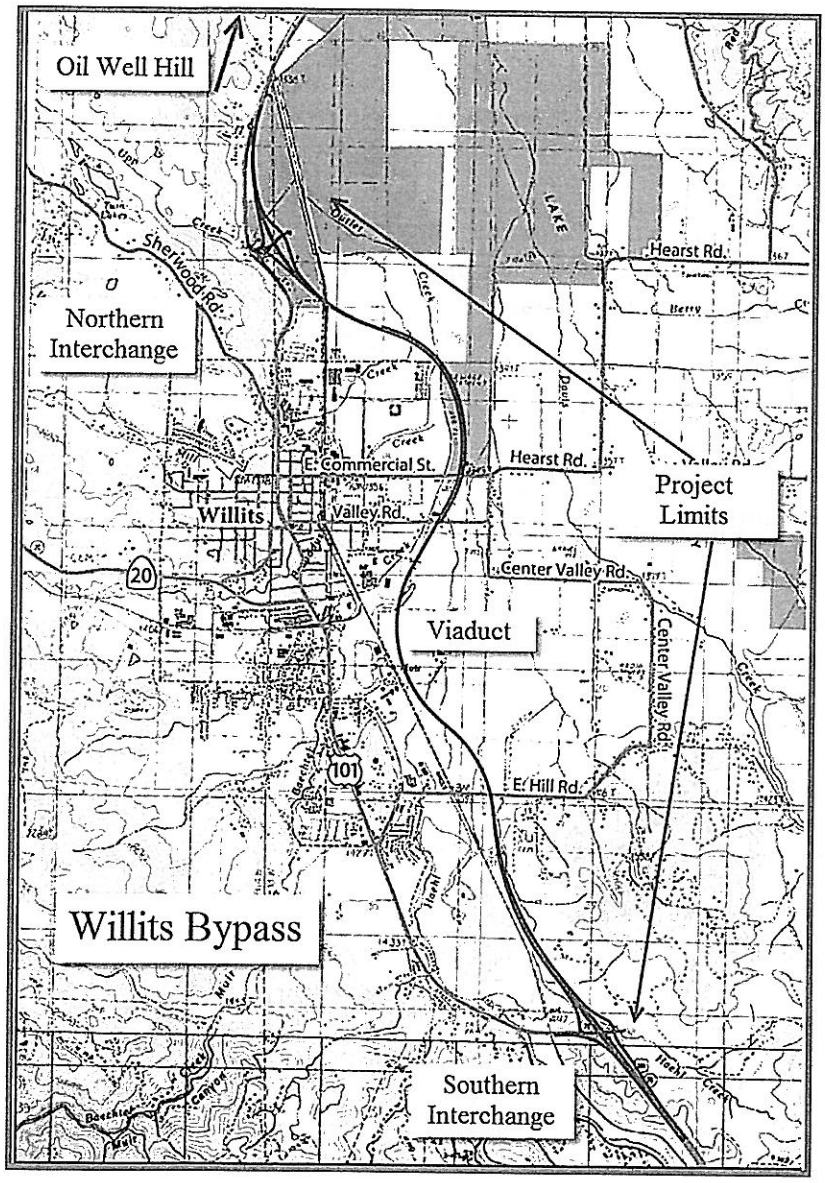


Figure 2

Mendocino County

FUNDING STATUS:

In March 2012, the Commission allocated a total of $135,511,000 in STIP funds ($115,184,000 IIP & $20,327,000 RIP), for construction. The project was later awarded in July 2012 for $131,125,000 ($111,456,000 IIP, $19,669,000 RIP). As of November 2014, the project is approximately 55 percent complete.

REASONS FOR COST INCREASE:

The Willits Bypass (Bypass) project, one of the largest in Northern California, was broken into three areas of construction: (1) the Southern Interchange, (2) the Main Viaduct and (3) the Northern Interchange. Each area has its own unique challenges.

The project has encountered numerous unforeseen issues during the first two construction seasons which have resulted in unanticipated costs that have exhausted the project's 10 percent contingency. These issues have also delayed the project two additional years. Although many issues have been addressed, several significant issues continue to be a risk and need to be addressed in order to complete construction. To manage these costs, a Risk Management Plan was developed to forecast the costs of the project risks, in conjunction with the total cost at project completion. (Figure 3)

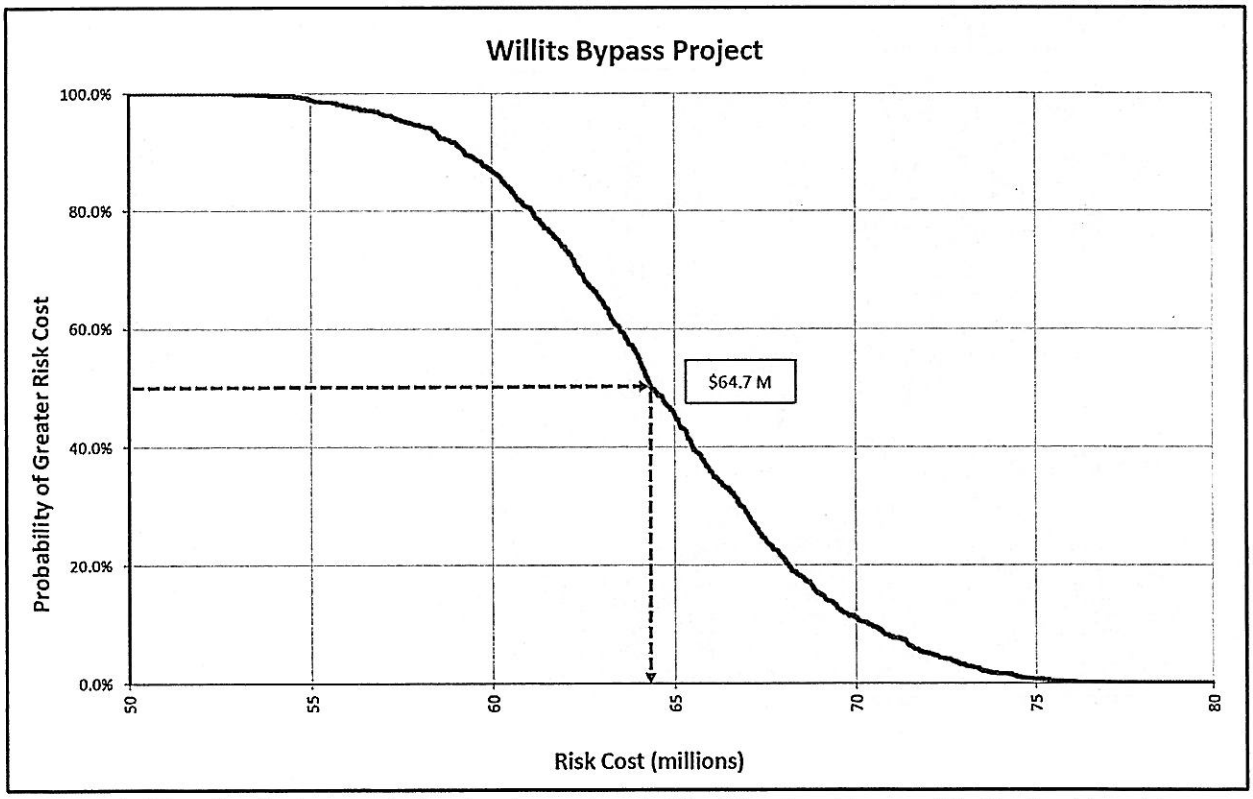


Figure 3 – Probability distribution graph showing the total cost of the 56 active risks quantified in the risk register.

The risk analysis indicates that at 50 percent probability, the additional cost needed to finish the project will be $64.7 million.

The main issues are summarized as follows:

Environmental Regulation, Constraints and Delays

In May 2012, a lawsuit was filed in Federal court by various organizations trying to put a halt to the Bypass project. A temporary injunction was requested by these organizations. However, that did not stop the project from being awarded on July 26, 2012. In December 2012, the Federal court denied the temporary injunction.

In May 2012, a lawsuit was filed in Federal court by various organizations trying to put a halt to the Bypass project. A temporary injunction was requested by these organizations, but not until after the project was awarded on August 31, 2012. In November 2012, the Federal court denied the temporary injunction. The contractor received limited access to the project site by late February 2013, but did not have full access until May 2013. The one-year delay affected various construction operations including, but not limited to, tree removal, clearing and grubbing, roadway excavation, viaduct footing excavation, and wick drain installation.

February 2013, but did not have full access until May.

The added permit requirements and delay in authorizing access resulted in a one year delay to the project. It also affected various construction operations including, but not limited to, tree removal, clearing & grubbing, roadway excavation, viaduct footing excavation, and wick drain installation.

Bird Nesting & Surveys

Permit approval delays resulted in the delay of the vegetation clearing operations originally scheduled between September 1, 2012 and January 31, 2013. This work began after February 25, 2013 which was during migratory bird nesting season. The added permit requirements by DWF included strict bird survey protocols that identified hundreds of bird nest exclusion areas to be avoided during the nesting season. This new requirement restricted the contractor's access to project work zones significantly limiting work progress.

Although this issue was addressed during the first two construction seasons, additional clearing operations are still needed. Clearing operations continue to be a significant risk impacting the cost on the Bypass project and is included in the Risk Management Plan.

Borrow Operations

Obtaining borrow material continues to be major issue. The Bypass project requires roughly one million cubic yards of borrow material. Oil Well Hill (OWH) was designated by the Department as an optional borrow site for the project. The site was initially cleared for use prior to the start of construction however, permit requirements were subsequently added that made it unavailable. This delayed placement of abutment fills at the Northern Interchange.

The contractor obtained access to an alternative borrow site, the Mendocino Forest Products (MFP) site, which was closer to the project. This site, initially authorized by Mendocino County, was used for less than three weeks before a lawsuit and additional permit requirements made that site unavailable as well. Borrow operations remained stopped for approximately one year until the additional permitting requirements were met.

The Department aided the contractor in obtaining permits to this site by amending the Bypass project's environmental document to include the MFP site. The delays in access to both borrow sites have added a second year of delay to the project.

The delay in access to borrow material led to a delay of trucking that material to the project. The contract schedule originally had trucking operations completed by the end of 2014. This is prior to more stringent emission rules that go into effect in 2015 from the California Air Resources Board.

As a result, the contractor has indicated they will have fewer trucks available, thus making this issue a significant risk for potential cost increases. Although these costs have not been fully negotiated, the Department will be responsible for those additional costs. Delays related to borrow and trucking operations have impacted on the Bypass project and these costs are identified in the Risk Management Plan.

Concurrent Off-site Mitigation Project PPNO 0125X

Another condition of the environmental permits for the Bypass project requires the Department to provide concurrent off-site mitigation of approximately 2,033 acres. The off-site mitigation work is being done under the Wetland and Riparian Mitigation (Mitigation) project, PPNO 01-0125X, located just north of Willits.

On June 20, 2014, the USACE suspended the environmental permit for the Bypass project because mitigation work was not taking place as required. The contractor was then directed to stop all construction activities. After the Department met with and made commitments to the USACE, the permit was reinstated on July 7, 2014 allowing work to resume.

In order to accelerate the rest of the mitigation work, the Department prepared two service contracts funded from the Bypass project including seed collection and plant propagation. As a result, the Mitigation project work has impacted costs on the Bypass project and is included in the Risk Management Plan.

Northern Interchange Redesign

As a condition of reinstating the environmental permit outlined by the USACE, the Department was instructed to consider redesigning the Northern Interchange in order to reduce wetland impacts. The project schedule had this work beginning in June 2014. However, the new design will delay this work until the 2015 construction season and require additional funds identified in the Risk Management Plan.

Storm water quality issues

The Bypass contract includes a Storm Water Pollution Prevention Plan. During the first two construction seasons, the project experienced significantly more rain than expected which resulted in slope failures.

Consequently, the Water Board advised the Department that the project was out of compliance with the permit and imposed additional Storm Water requirements for the project.

The additional Storm Water measures and resulting time delays for this item have been addressed for the first two construction seasons. It is anticipated that increased storm water measures will continue to impact the Bypass project for the remainder of the contract and the costs are included in the Risk Management Plan.

Opposition to the project

Impacts from opposition to the Bypass had to be addressed during the first two construction seasons. The project includes a budget for State Furnished Materials to fund Construction Zone Enhanced Enforcement Program to manage public traffic and safety. However, during the first two construction seasons, it was used mainly to manage protestors and vandalism. California Highway Patrol officers were required to be onsite 24 hours a day, seven days a week to protect construction equipment, materials, the public, construction workers, and Department staff. Based on the first two construction seasons, it is anticipated that this will continue to impact the Bypass project and the cost is included in the Risk Management Plan.

Other construction issues

The project has also experienced a number of other issues that need to be addressed including contaminated wood waste disposal, areas of unanticipated settling, plan discrepancies as well as roadway compaction issues. Additionally, the Bypass project is located within an area known for Native American tribal activities. Several ~~burial sites~~ cultural resources had been identified prior to construction. Additional ~~burial sites~~ cultural resources however, were discovered during construction. These discoveries have further resulted in additional risk to the project which is accounted for in the Risk Management Plan.

Currently, the project is 55 percent complete and although the project was awarded with a 10 percent contingency, the issues and delays identified during the first two construction seasons have resulted in the payment of several contract change orders and claims which have exhausted the project contingency.

A quantitative risk analysis was conducted to forecast cost at the completion of the project. This includes an estimate of additional funding needed to cover identified risks. The issues above have been identified and quantified in the Risk Management Plan.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for $64,700,000 to complete construction on this project.

OPTION B: Deny this request which would delay project completion, further increase costs while putting the project at risk of further violating regulatory permits.

RECOMMENDED OPTION:

The Department recommends that this request of $64,700,000, as presented in Option A above, be approved to complete construction.

TAB 21

Save Our Little Late Valley (SOLLV)
c/o Madge Strong, 39 Mill Creek Dr., Willits, CA 95490, (707) 459-1493
Email: mstrong@willitsonline.com

Dec. 5, 2014

Re: Comments on Caltrans Report to CTC for Dec. 10, 2014 - Agenda Item #21

To Members & Staff of the CTC:

Caltrans has requested additional funds in the amount of $64.7 million for completing Phase 1 of the Willits Bypass project – an increase of almost 50%. A local match of 15% from MCOG funds is also required, further depleting funds for all other needed transportation projects in Mendocino County.

Caltrans' request is based on a series of "risk factors" with an obscure (to the public) methodology for estimating that the $64.7 million amount will be adequate to complete Phase 1. This methodology and the lack of any estimates for specific items make it hard to comment on the justification for such a large sum of added costs.

Further, the explanation of the "risk factors" in the staff report contains several inaccuracies and omissions and includes no analysis of alternatives that could reduce the risks and costs involved. Our more detailed comments on these issues are attached.

A major concern is that this huge cost-overrun (on an already very expensive 6-mile project) does NOT include the almost certain additional funding that will be requested in the future for the mitigation work. Bids one year ago on the initial phase came in at three times Caltrans' estimates and were rejected. New bid packages are expected early Spring 2015.

We strongly urge the CTC to send this matter back to Caltrans with instructions to seriously evaluate alternatives that reduce the risks and costs. We believe there is the potential to save the taxpayers tens of millions in unnecessary expense and simultaneously to minimize impacts on wetlands, other habitats, and Native American archeological sites.

The alternative we have been suggesting for over 1-1/2 years is to eliminate the huge northern interchange and instead use the already-designed round-about for the Phase 1 project. (See attached illustration.) This change does not preclude or impede a future expansion for Phase 2, but it should be noted that funding for Phase 2 is extremely unlikely. This change could also reduce the extent of required mitigations, avoiding another future cost overrun before this added work is contracted.

It would do a disservice to the public to approve this funding request without first compelling Caltrans to evaluate a common-sense, cost- and resource-saving alternative that we believe is still feasible, despite work-to-date. (We have previously and can again rebut erroneous justifications given for summarily rejecting this approach.) There must be full accountability - no "blank check".

Thank you for protecting the public interest in your consideration of this matter.

Sincerely,

Madge Strong on behalf of
Save Our Little Lake Valley (SOLLV)

CC: douglas.remedios@dot.ca.gov
carrie.pourvahidi@dot.ca.gov

SOLLV'S SPECIFIC COMMENTS ON CALTRANS' REPORT, CTC Agenda item #21:

Environmental Regulations, Constraints and Delays

Caltrans acknowledges that the lawsuit filed by several groups in May 2012 "did not stop the project from being awarded on July 26, 2012." They refer to another federal lawsuit in August 2012; there was no such additional lawsuit. Caltrans' failure to meet agency requirements and thus the delay in start-up of construction was entirely Caltrans' own responsibility.

Bird Nesting &Surveys

The original environmental documents committed Caltrans to conduct surveys and develop protocols before start of construction. Caltrans had many months in which to do so and meet regulatory requirements concerning protection of bird nests. As noted, however, this work did not begin until late February 2013. Although theoretically constrained during nesting season, Caltrans actually failed to complete required surveys and violated several protocols, removing trees observed to have active nesting. We question their assertion that such requirements limited work progress.

We also would like to know what additional clearing operations are still needed. In our observation, all vegetation in the path of the bypass has been removed.

Borrow Operations

It is true that access to Oil Well Hill as the borrow site became constrained due to concerns of the Water Board about Caltrans' water quality violations. Caltrans voluntarily abandoned the plan to use OWH and sought to use the MFP site instead. The initial authorization for this by Mendocino County was patently illegal and reversed (after three weeks) by order of their own County Counsel. When MFP came back for environmental review and permit from the County, there were several issues that were challenged by a lawsuit in Spring 2014. A TRO on this lawsuit did constrain borrow & fill operations for 19 days.

We have consistently pointed out that one million cubic yards of fill, with attendant impacts from any borrow site, would not be needed if the northern interchange portion of the Phase 1 project were appropriately scaled back. This alternative, which avoids major costs, impacts, and delays, is still possible.

Concurrent Off-Site Mitigation Project

SOLLV has long been concerned about and commented on the mitigation aspect of this project. Our emphasis remains that it is far preferable to avoid impacts, or to restore wetlands, than it is to "mitigate" their loss. This opportunity has been consistently ignored by Caltrans, despite clear indications of support for it from the regulatory agencies. It is still not too late for Caltrans to undo both the damage and delay (and cost) that their intransigence has caused.

We strongly believe that Caltrans grossly underestimated the costs and challenges of mitigation, borne out in part by the bids in December 2013 for the initial phase of this work coming in at three times the cost estimated by Caltrans. Caltrans rejected those bids, instead first asking the Corps of Engineers and Water Board to redefine the "credits" to avoid some of the mitigation required by their 404 and 401 permits. This "watering down" of mitigation was not accepted; indeed the Water Board, in early 2014, restricted Caltrans from importing any further fill until Caltrans came up with a plan to compensate for temporal losses due to the delays in start-up of mitigation. After extensive negotiations, behind closed doors, Caltrans made promises and a schedule that convinced the Water Board to lift their temporary restriction of fill.

A similar scenario occurred two months later in July 2014, when the Corps of Engineers suspended their permit due to Caltrans' violations and delayed start-up of mitigation (the Corps'

having somewhat different requirements than those of the Water Board). This suspension was also lifted within a month based on promised corrective measures by Caltrans (again without public input).

All of these delays and costs are due to Caltrans' own failures: (a) unrealistic cost estimates for mitigation work; (b) falling two years behind in beginning required mitigation; and (c) most importantly, refusing to consider alternatives that would reduce impacts.
To reiterate, the likely cost overruns on the actual mitigation work, most of which has not yet gone out to bid, is NOT INCLUDED in this $64.7 million funding request.

Northern Interchange Redesign

We have been proposing a redesign of the northern terminus of the Bypass for several years, including requests to meet with Caltrans and agencies to analyze and implement a better alternative that would save time, money, and reduce impacts to wetlands and Native American cultural resources. We believe this could be accomplished with a negotiated change order to the existing contract. Caltrans has summarily rejected these requests. Their rejection appears primarily based on the contention that the large interchange in Phase 1 is required for the future Phase 2. While our proposed redesign in no way precludes the future Phase 2, it is extremely unlikely that Phase 2 will be funded in the foreseeable future, if ever. They also claim such a change would be more costly and cause further delays, yet they have provided no credible substantiation of that claim. (We can provide further documentation on this point.)

In contrast, in attempting to meet their promise to the Corps, Caltrans has proposed a "redesign" that reduces wetland impact by only about 3-4 acres. This is a pittance compared to an estimated 15-20 acres that would be saved by using the already-designed round-about as the northern terminus for Phase 1. Instead of claiming *added* cost for a tinkering "redesign", Caltrans should consider a meaningful work order change (subject to contract negotiations) that could *reduce* cost overruns. We believe the only obstacle to this option has been Caltrans' own intransigence. The CTC has the authority and an obligation to the taxpayers to compel Caltrans to analyze this option to potentially reduce both costs and impacts.

Storm Water Quality Issues

It is stunning for Caltrans to blame "significantly more rain than expected" on causing failure of their storm water plans, since there has been a severe drought in both years so far. Rather, their erosion control plans were woefully inadequate, as confirmed by the Water Board's issuing a notice of serious violations of Caltrans' permit in Spring of 2014. Completely destroying hillsides and vegetation has, predictably, led to gross slippage, erosion and pollution into the salmon-spawning streams. This should have been part of the budget!

Opposition to the Project

Despite the many years of planning and public meetings, Caltrans consistently turned a deaf ear to hundreds of comments and suggestions that could have alleviated many of the concerns raised. Caltrans repeatedly and erroneously misrepresented that a 4-lane design was necessary and required by FHWA.

We believe that, at this point, it is still possible to implement a solution to complete this Phase 1 project that would receive virtually unanimous support from the agencies, public officials at all levels, and community members. Going forward, this "risk factor" would go away.

Other Construction Issues

Here is what Caltrans has said in the CTC packet regarding these other issues:

The project has also experienced a number of other issues that need to be addressed including contaminated wood waste disposal, areas of unanticipated settling, plan discrepancies as well as roadway compaction issues. Additionally, the Bypass

project is located within an area known for Native American tribal activities. Several burial sites had been identified prior to construction. Additional burial sites however, were discovered during construction. These discoveries have further resulted in additional risk to the project which is accounted for in the Risk Management Plan.
Currently, the project is 55 percent complete and although the project was awarded with a 10 percent contingency, the issues and delays identified during the first two construction seasons have resulted in the payment of several contract change orders and claims which have exhausted the project contingency.
A quantitative risk analysis was conducted to forecast cost at the completion of the project. This includes an estimate of additional funding needed to cover identified risks. The issues above have been identified and quantified in the Risk Management Plan.

In our view as taxpayers, Caltrans, with their professional expertise, should have done proper surveys and engineering to address these issues in a timely manner and to budget for them accordingly (on an already extremely costly project). They should be held accountable for their own failures in this regard.

It should be noted that the Mendocino Council of Governments, in their recent approval of the 15% local share of this $64.7 million increase, made it clear they were extremely unhappy with Caltrans' overruns and were unlikely to approve any additional funds for Phase 1, let alone for Phase 2.

It would be unconscionable for the CTC to approve an astronomical cost increase (with even more requests likely in the future) in the face of reasonable alternatives that could reduce those costs, impacts and risks.

Pourvahidi, Carrie@DOT

From: Freddie Long [longfreddie@gmail.com]
Sent: Saturday, December 06, 2014 3:26 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: Comments on Caltrans Report to CTC for Dec. 10, 2014 - Agenda Item #21, Willits Bypass

December 6, 2014

Re: Comments on Caltrans Report to CTC for Dec. 10, 2014 - Agenda Item #21, Willits Bypass

To Members & Staff of the CTC:

Caltrans has requested additional funds in the amount of $64.7 million for completing Phase 1. I find it unconscionable that Caltrans is coming back to you once again for additional funds for the Willits Bypass project. The amount they are requesting represents an increase of almost 50%. They concurrently have asked for a match of 15% from MCOG funds, thereby depleting funds for all other needed transportation projects in Mendocino County.

The Willits bypass project is replete with falsified data, misleading statements and outright lies from Caltrans. One example is data regarding the projected increase of traffic projected over a twenty year period but we already see that, since 1993, the traffic volume has actually gone down not up. The total inter-regional traffic today is about 6,000 vehicles a day with no indication of ever increasing. I understand from reviewing available data regarding highways that a four lane project, if ever realized *[which is extremely doubtful]*, accommodates up to 40,000 vehicles a day. This is not a good use of our transportation funds. Caltrans has hundreds of BILLIONS of dollars in deferred maintenance. Indeed, travelling on our dilapidated unsafe roads, bridges and off-ramps bears witness to this. The funds Caltrans is requesting for the Willits Bypass could be used much more effectively on fixing "what is broken" in our transportation system rather than throwing more money at an unneeded, destructive project like the Willits Bypass.

And, now we learn that Caltrans plans to use herbicides on the land put aside to mitigate for loss of wetlands. Caltrans had previously guaranteed our local governments, the permitting agencies and the public that "no herbicides will be used for the Willits Bypass project". As recently as August, 2014 this statement appeared on their website. Looks like another Caltrans lie to me.

Please send this matter back to Caltrans demanding that they seriously evaluate alternatives that reduce the risks and costs. There is the potential to save the taxpayers tens of millions in unnecessary expense and simultaneously to minimize impacts on wetlands, other habitats, and Native American archeological sites.

An alternative has been suggested for over 1 ½ years is to eliminate the huge northern interchange and instead use the already-designed round-about for the Phase 1 project. This change does not preclude or impede a future expansion for Phase 2, but it should be noted that funding for Phase 2 is extremely unlikely. This change could also reduce the extent of required mitigations, avoiding another future cost overrun before this added work is contracted.

It would do a disservice to the public to approve this funding request without first compelling Caltrans to evaluate a common-sense, cost and resource-saving alternative that many of us believe is still feasible, despite work-to-date.

Respectfully Submitted,

Mrs. Freddie Long

24378 Birch Drive

Willits, CA 95490

707/459-5267

longfreddie@gmail.com

Pourvahidi, Carrie@DOT

From: Richard Salzman [richard.w.salzman@gmail.com]
Sent: Saturday, December 06, 2014 1:42 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: CTC re: Caltrans Request - 64.7Mil

To: Calif. Transportation Commission

Re: CTC Agenda Item #21, Willits Bypass,

No more taxpayer dollars for this project. Stop spending my money!

Overruns are mostly from Caltrans own mistakes, why am I paying for this??!!

Why isn't the CTC forcing Caltrans to fully evaluate changing the No. termiunse before giving them even more of MY money?!!

A future "phase 2"? Please, get real! That's not going to happen.

Richard W. Salzman
1751 Charles Ave
Arcata CA 95521

rs@5500.us

707.822.5500
707.825.6600 (fax)
707.845.3700 (cell)

--

Pourvahidi, Carrie@DOT

From: Holly Barnard [hollyb@pacific.net]
Sent: Saturday, December 06, 2014 7:11 PM
To: Remedios, Douglas@DOT
Cc: Pourvahidi, Carrie@DOT
Subject: CTC Agenda Item #21, Willits Bypass

Re: CTC Agenda Item #21, Willits Bypass

To Members & Staff of the CTC:

It is appalling that Caltrans is coming back to you once again for additional funds for the Willits Bypass project. The amount they are requesting represents an increase of almost 50%. They have also asked for a match of 15% from MCOG funds, thereby depleting funds for all other needed transportation projects in Mendocino County.

The Willits bypass is replete with falsified data, misleading statements and outright lies from Caltrans. One example is data regarding the projected increase of traffic projected over a twenty year period but we already see that, since 1993, the traffic volume has actually gone down not up. The total inter-regional traffic today is about 6,000 vehicles a day with no indication of ever increasing. I understand from reviewing available data regarding highways that a four lane project, if ever realized [which is extremely doubtful], accommodates up to 40,000 vehicles a day. This is not a good use of our transportation funds. Caltrans has hundreds of BILLIONS of dollars in deferred maintenance. Indeed, travelling on our dilapidated, unsafe roads, bridges and off-ramps bears witness to this. The funds Caltrans is requesting for the Willits Bypass could be used much more effectively on fixing "what is broken" in our transportation system rather than throwing more money at an unneeded, destructive project like the Willits Bypass.

Now we learn that Caltrans plans to use herbicides on the land put aside to mitigate for loss of wetlands. Caltrans had previously guaranteed our local governments, the permitting agencies and the public that "no herbicides will be used for the Willits Bypass project". As recently as August, 2014 this statement appeared on their website. You have the obligation to hold CalTrans accountable for their blatant deceit, arrogance, and mismanagement before more unnecessary damage is done.

Please send this matter back to Caltrans demanding that they seriously evaluate alternatives that reduce the risks and costs. There is the potential to save the taxpayers tens of millions in unnecessary expense and simultaneously to minimize impacts on wetlands, other habitats, and Native American archeological sites.

An alternative that has been suggested for over 1 ½ years is to eliminate the huge northern interchange and instead use the already-designed round-about for the Phase 1 project. This change does not preclude or impede a future expansion for Phase 2, but it should be noted that funding for Phase 2 is extremely unlikely. This change could also reduce the extent of required mitigations, avoiding another future cost overrun before this added work is contracted.

It would do a disservice to the public to approve this funding request without first compelling Caltrans to evaluate a common-sense, cost and resource-saving alternative that many of us believe is still feasible, despite work-to-date. There must be full accountability - no "blank check".

I fervently hope that you will protect the public interest in your consideration of this matter.

Thank you.

Ms. Holly Barnard
6101 Ridgewood Rd
Willits, CA 95490

Pourvahidi, Carrie@DOT

From: Barbara Kennedy [bkenn202@att.net]
Sent: Saturday, December 06, 2014 4:57 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: CTC Agenda Item #21 - Willits ByPass - Public Comment

Here in Humboldt County (93 miles north of Willits) we have been fighting the Caltrans project to widen Highway 101 through Richardson Grove State Park. Since 2007 when the project was announced we citizens have been continually appalled by the arrogance, deceit and wanton disregard for the taxpayer dollar exhibited by this miserable bureaucracy. We have fought successfully in Court (both Federal and State) to get the Richardson Grove project halted - at a cost to taxpayers of over $1million dollars in legal fees paid to our attorneys! Why were we able to prevail in both Federal and State Courts? BECAUSE CALTRANS DOES NOT DO ITS JOB and the Willits ByPass is another glaring example of the hideous waste of taxpayer dollars and the wanton and needless destruction of our precious natural environment.

You have allowed this outfit to run wild with our taxpayer dollars. You have the obligation to hold this organization accountable for their lies, deceit, arrogance and ineptitude. If the Bay Bridge didn't clue you in that something is wrong here then the fiasco of the Willits ByPass should surely prove the point. Consider these key points (below) as to why your should deny the $64.7 million funding request. Furthermore, you should order the project stopped immediately and have an independent panel of transportation experts review what has transpired. In addition, you should read the findings of the study of Caltrans contracted for at the request of Governor Jerry Brown and authored by the State Smart Transportation Initiative group that was published earlier this year. The conclusions were not particularly favorable to Caltrans. In case you need a reference here it is:
http://www.calsta.ca.gov/res/docs/pdfs/2013/SSTI_Independent%20Caltrans%20Review%201.28.14.pdf

Regarding why you should deny the additional funding:

The cost overruns are primarily due to Caltrans own mistakes and delays - such as trying to begin the project during wild bird nesting season in violation of Federal law;
This $64.7 million request does not include almost certain additional overruns for the mitigation work and likely more overruns toward the end of construction;
Caltrans should be compelled to fully evaluate the option of changing the northern terminus before allocating any more funds to this project;
Most importantly - not only was a project of this size and expense unjustified - the Phase 2 is not needed and extremely unlikely to ever be built.

Caltrans has this unrealistic pipe dream of widening Highway 101 from the Bay Area to the connection with Grants Pass in Oregon, creating an alternative route for commercial trucking. This plan was hatched in pre-climate change times when greenhouse gas emissions were not a factor. Well, times have changed and the Interstate Highway building era is over. It is time to put an end to these massive highway building projects and start planning for a future that does not include fossil fuel powered vehicles. Stop this madness now! Thank you.

Very truly yours,
Barbara Kennedy
P.O. Box 29
Weott, CA 95571

Remedios, Douglas@DOT

From: Jefferson Parson [jeffersonparson@gmail.com]
Sent: Sunday, December 07, 2014 6:12 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT; bkenn202@at.net; longfreddie@gmail.com; richardsongrove@googlegroups.com
Subject: CALTRANS REQUEST FOR COST OVERRUNS IN LIGHT OF PREVIOUSLY KNOWN AND RECENTLY DISCOVERED NATIVE AMERICAN BURIAL GROUNDS IN THE PROJECT AREA

To whom it may concern:

Besides the predictable continuance of cost overruns and the increased likelihood of more dangerous, life-threatening carbon emissions, I'd like to address particularly the legal and moral wrongness of desecrating Native American burial grounds in the process and construction of the Willits Bypass. While it may be merely questionable that the destruction of natural habitats such as large areas of wetlands in Willits can be mitigated by preserving or planting compensatory regions, IT IS CERTAIN THAT THERE CAN BE NO MEANINGFUL MITIGATION FOR THE DESTRUCTION OF A NATIVE (or any other) BURIAL GROUND. They must be honored and essential to that honoring is to leave them where they are. It's the right thing to do AND it's the law. If they're in the way, it's Caltrans that should move, not the already greatly dishonored dead. And we ought not to be asked to pay for any cost overrun for this or for any other unforeseen difficulty. Recently, I was given an unrealistic estimate by a contractor to put a post-and-beam-constructed house on a foundation. No mention was made of the predictable damage to sheet rock, nor to the probable cracking and separation of the expansive stone facing on the lower half of the house. I suspected that this individual contractor, like Caltrans, figured that once he got the job and needed more money for subsequent repairs, he would complain about cost overruns and ask for more--much more. Please join me in saying no to this sleazy practice.

Sincerely,

Jefferson Parson
6700 Bell Springs Road
Garberville, CA 95542

Remedios, Douglas@DOT

From: Holly Barnard [hollyb@pacific.net]
Sent: Saturday, December 06, 2014 7:11 PM
To: Remedios, Douglas@DOT
Cc: Pourvahidi, Carrie@DOT
Subject: CTC Agenda Item #21, Willits Bypass

Re: CTC Agenda Item #21, Willits Bypass

To Members & Staff of the CTC:

It is appalling that Caltrans is coming back to you once again for additional funds for the Willits Bypass project. The amount they are requesting represents an increase of almost 50%. They have also asked for a match of 15% from MCOG funds, thereby depleting funds for all other needed transportation projects in Mendocino County.

The Willits bypass is replete with falsified data, misleading statements and outright lies from Caltrans. One example is data regarding the projected increase of traffic projected over a twenty year period but we already see that, since 1993, the traffic volume has actually gone down not up. The total inter-regional traffic today is about 6,000 vehicles a day with no indication of ever increasing. I understand from reviewing available data regarding highways that a four lane project, if ever realized [which is extremely doubtful], accommodates up to 40,000 vehicles a day. This is not a good use of our transportation funds. Caltrans has hundreds of BILLIONS of dollars in deferred maintenance. Indeed, travelling on our dilapidated, unsafe roads, bridges and off-ramps bears witness to this. The funds Caltrans is requesting for the Willits Bypass could be used much more effectively on fixing "what is broken" in our transportation system rather than throwing more money at an unneeded, destructive project like the Willits Bypass.

Now we learn that Caltrans plans to use herbicides on the land put aside to mitigate for loss of wetlands. Caltrans had previously guaranteed our local governments, the permitting agencies and the public that "no herbicides will be used for the Willits Bypass project". As recently as August, 2014 this statement appeared on their website. You have the obligation to hold CalTrans accountable for their blatant deceit, arrogance, and mismanagement before more unnecessary damage is done.

Please send this matter back to Caltrans demanding that they seriously evaluate alternatives that reduce the risks and costs. There is the potential to save the taxpayers tens of millions in unnecessary expense and simultaneously to minimize impacts on wetlands, other habitats, and Native American archeological sites.

An alternative that has been suggested for over 1 ½ years is to eliminate the huge northern interchange and instead use the already-designed round-about for the Phase 1 project. This change does not preclude or impede a future expansion for Phase 2, but it should be noted that funding for Phase 2 is extremely unlikely. This change could also reduce the extent of required mitigations, avoiding another future cost overrun before this added work is contracted.

It would do a disservice to the public to approve this funding request without first compelling Caltrans to evaluate a common-sense, cost and resource-saving alternative that many of us believe is still feasible, despite work-to-date. There must be full accountability - no "blank check".

I fervently hope that you will protect the public interest in your consideration of this matter.

Thank you.

Ms. Holly Barnard
6101 Ridgewood Rd
Willits, CA 95490

Remedios, Douglas@DOT

From: Barbara Kennedy [bkenn202@att.net]
Sent: Saturday, December 06, 2014 4:57 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: CTC Agenda Item #21 - Willits ByPass - Public Comment

Here in Humboldt County (93 miles north of Willits) we have been fighting the Caltrans project to widen Highway 101 through Richardson Grove State Park. Since 2007 when the project was announced we citizens have been continually appalled by the arrogance, deceit and wanton disregard for the taxpayer dollar exhibited by this miserable bureaucracy. We have fought successfully in Court (both Federal and State) to get the Richardson Grove project halted - at a cost to taxpayers of over $1million dollars in legal fees paid to our attorneys! Why were we able to prevail in both Federal and State Courts? BECAUSE CALTRANS DOES NOT DO ITS JOB and the Willits ByPass is another glaring example of the hideous waste of taxpayer dollars and the wanton and needless destruction of our precious natural environment.

You have allowed this outfit to run wild with our taxpayer dollars. You have the obligation to hold this organization accountable for their lies, deceit, arrogance and ineptitude. If the Bay Bridge didn't clue you in that something is wrong here then the fiasco of the Willits ByPass should surely prove the point. Consider these key points (below) as to why your should deny the $64.7 million funding request. Furthermore, you should order the project stopped immediately and have an independent panel of transportation experts review what has transpired. In addition, you should read the findings of the study of Caltrans contracted for at the request of Governor Jerry Brown and authored by the State Smart Transportation Initiative group that was published earlier this year. The conclusions were not particularly favorable to Caltrans. In case you need a reference here it is:
http://www.calsta.ca.gov/res/docs/pdfs/2013/SSTI_Independent%20Caltrans%20Review%201.28.14.pdf

Regarding why you should deny the additional funding:

The cost overruns are primarily due to Caltrans own mistakes and delays - such as trying to begin the project during wild bird nesting season in violation of Federal law;
This $64.7 million request does not include almost certain additional overruns for the mitigation work and likely more overruns toward the end of construction;
Caltrans should be compelled to fully evaluate the option of changing the northern terminus before allocating any more funds to this project;
Most importantly - not only was a project of this size and expense unjustified - the Phase 2 is not needed and extremely unlikely to ever be built.

Caltrans has this unrealistic pipe dream of widening Highway 101 from the Bay Area to the connection with Grants Pass in Oregon, creating an alternative route for commercial trucking. This plan was hatched in pre-climate change times when greenhouse gas emissions were not a factor. Well, times have changed and the Interstate Highway building era is over. It is time to put an end to these massive highway building projects and start planning for a future that does not include fossil fuel powered vehicles. Stop this madness now! Thank you.

Very truly yours,
Barbara Kennedy
P.O. Box 29
Weott, CA 95571

Pourvahidi, Carrie@DOT

From: Kim Bancroft [teacherkimb@yahoo.com]
Sent: Sunday, December 07, 2014 6:40 PM
To: Pourvahidi, Carrie@DOT; Remedios, Douglas@DOT
Subject: Agenda Item #21 Willits Bypass in consideration Wed. Dec. 10

December 7, 2014

Re: Item # 21, Willits Bypass , Mendocino County

Dear Commissioners,

I am a Willits citizen urging, if not begging you, to reject Caltrans's request for $64.7 million. Instead of taking more money in their mismanaged and overbuilt project, please indicate to Caltrans that they can find the funds they need for their cost overruns by **cutting unnecessary costs of the project**. This can be done by reducing the northern interchange from a gigantic four lane behemoth to a two lane roundabout (like the very nicely done roundabout on HW 20 by Clear Lake).

The cost overruns are due to Caltrans' own mistakes, such as their problems with managing mitigation or in violating the Pomo ancestral sites, or other construction problems that have created faulty retention walls and destruction of creek beds used by salmon.

We in Willits are very aware that their $64.7 million request will surely not include yet more cost overruns for mitigation work ahead, since they have been lax in paying attention to the damage they have done to wetlands, creeks, and forest. As an enormous "industrial" corporation, they tend to view the public coffers as endless, as if they don't have to keep to a budget like the rest of California's citizens trying to make ends meet. I do not want to pay for their lack of planning, not to mention their destruction of our precious environmental and cultural resources here in Willits.

As part of their poor planning, note that Caltrans seeks to build a highway for the transit of 40,000 cars when only 8000 cars normally pass in and out of Willits to the north, as Caltrans's own data show. Given that the traffic on 101 north of Willits has not increased substantially in 20 years and is not likely to, a future Phase 2 is not needed and extremely unlikely. We must limit spending now.

The CTC has a vital role in forcing Caltrans to take into serious consideration, if not operationalize, reducing the northern interchange, thereby not only saving funds, but also saving wetlands and reducing further impact on Pomo archaeological sites.

Thank you for your consideration.

Kim Bancroft
PO Box 2307
Willits, CA

Pourvahidi, Carrie@DOT

From: Jefferson Parson [jeffersonparson@gmail.com]
Sent: Sunday, December 07, 2014 6:12 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT; bkenn202@at.net; longfreddie@gmail.com; richardsongrove@googlegroups.com
Subject: CALTRANS REQUEST FOR COST OVERRUNS IN LIGHT OF PREVIOUSLY KNOWN AND RECENTLY DISCOVERED NATIVE AMERICAN BURIAL GROUNDS IN THE PROJECT AREA

To whom it may concern:

Besides the predictable continuance of cost overruns and the increased likelihood of more dangerous, life-threatening carbon emissions, I'd like to address particularly the legal and moral wrongness of desecrating Native American burial grounds in the process and construction of the Willits Bypass. While it may be merely questionable that the destruction of natural habitats such as large areas of wetlands in Willits can be mitigated by preserving or planting compensatory regions, IT IS CERTAIN THAT THERE CAN BE NO MEANINGFUL MITIGATION FOR THE DESTRUCTION OF A NATIVE (or any other) BURIAL GROUND. They must be honored and essential to that honoring is to leave them where they are. It's the right thing to do AND it's the law. If they're in the way, it's Caltrans that should move, not the already greatly dishonored dead. And we ought not to be asked to pay for any cost overrun for this or for any other unforeseen difficulty. Recently, I was given an unrealistic estimate by a contractor to put a post-and-beam-constructed house on a foundation. No mention was made of the predictable damage to sheet rock, nor to the probable cracking and separation of the expansive stone facing on the lower half of the house. I suspected that this individual contractor, like Caltrans, figured that once he got the job and needed more money for subsequent repairs, he would complain about cost overruns and ask for more--much more. Please join me in saying no to this sleazy practice.

Sincerely,

Jefferson Parson
6700 Bell Springs Road
Garberville, CA 95542

California Transportation Commission Members
C/O Douglas Remedios & Carrie Pourvahidi

December 8, 2014

Re: Item # 21, Willits Bypass Project, Mendocino County

Dear Commissioners,

I am writing to urge you not to approve Caltrans's request for $64.7 million. I ask you to instead direct Caltrans to cut costs of the project by significantly reducing the northern interchange of the project. The current Caltrans "downsizing" proposal falls far short of what is possible. I have done extensive research on the cost savings this could achieve. My conservative estimate is **$39 million**. Please see my calculations below and the supporting documents attached. As further explained below the mitigation savings could be calculated differently by the agencies and bring the savings even higher.

It is also important to understand that The County of Mendocino, the lead in this project, has been VERY CLEAR that they will not ever approve any funds for Phase 2 of the Willits Bypass. Just dealing with the current costs severely impacts our rural county. Candidates for future office also reiterated this intent not to fund Phase 2 during the recent campaign. The county will certainly be asked to pay their 15% of mitigation costs and further cost over-runs as will the CTC, before the Willits Bypass is useable.

Please reign in Caltrans NOW. Construction has halted because of winter and modifications can be made in a matter of months as Caltrans has just demonstrated with their recent need to comply with Army Corps of Engineers permits.

Yours very sincerely,

Rosamond Crowder
P.O. Box 1413
Willits CA, 95490
dna@pacific.net

P.S. This letter replaces the one sent on December 7th. Thank you.

Reduced Northern Interchange Cost Savings

Using figures from documents generated by Caltrans during this project I have estimated that using only the already designed roundabout for the Northern Interchange (also called Quail Meadows) could represent a cost savings of about $ 39 million

The savings are:

$ 5.177 million, not building 5 bridges
$ 11.834 million, not importing fill
$ 22.153 million, not mitigating for 24.344 acres of avoided wetlands
$ 39.164 million TOTAL

This savings would be offset by:

Contract negotiations
Slight redesign of the roundabout (Caltrans did a redesign of the northern interchange in 3 months in '14 to comply with the Army Corps of Engineers 401permit.)
Added cost of building this redesign minus reduced cost of legs to roundabout eliminated.
Cost to rehabilitate the wetlands already impacted at the northern interchange (partly offset by the reduced need to import fill).

Concerns that any cost savings may be eaten up by the cost of a change order are unfounded. There is a Caltrans policy on change orders. Change orders are common. Ones that result in cost savings are less common. I can provide a copy of that policy with highlights in pertinent sections.

The benefit of avoiding wetlands, getting mitigation on schedule, avoiding archeological sites and responding to recent calls for Caltrans to change are priceless.

Bridge Savings Documentation:
The document showing Structure Costs is found in the '07 Project Report (see attached document titled "Project Report Bridge Costs 12-07"). It shows that building Phase 1 overhead (Left side only, structure # 10-0173) is $1.33 million.

In '08 the bridges over Upp Creek were changed to Box Culverts, which are much less expensive to build. Thus the '08 document "Bridge Cost Estimate 11-08" is more accurate. It shows the 4 bridges over Upp Creek. Using the current bridge, which may also avoid Archeological sites, can eliminate the roundabout bridge. This savings is $3.847 million. Bringing the total to $5.177 million saved by not building 5 bridges.

Fill Savings Documentation:
The document used for this calculation is ""Project Report Imported Borrow Costs 12-07". It has fill listed $18 per cubic meter, which translates to $13.76 per cubic yard.

How much fill could be eliminated? Using the Mitigation Savings Documentation (explained below) that calculation is 24.344 acres. The MFP borrow site has an exemption from the State Mining Board for removing 900,000 cubic yards. All of that is likely to go on the north end of the project. If even only 2/3 of that is for the interchange area that could be avoided it is likely at least 600,000 cubic yards need not be imported. There is approximately one yard of fill already placed over that area (4840 cubic yards per acre X 24 = 116,160 cubic yards). In order to return this area to functioning wetlands this fill must be removed, and can be used in place of imported fill offsetting the cost of removal. This means the If 24 acres were saved at least 600,000 yards would not need to be imported. There are also 260,000 cubic yards coming from the created wetlands on the mitigation lands. This means even less needs to come from the borrow site. The total of 860,000 cubic yards not needed @ $13.76 per yard is $11.834 million.

Mitigation Savings Documentation:
Documents attached: "Wetland Calculations by Block, 2012", "Northern Interchange Redesign Picture", "Mitigation Estimate 6-14". and "Mitigation Funding Chart".

The "Wetland Calculations by Block 2012" document was generated when the northern interchange was redesigned in 2011. This chart compared the wetland impacts of the 2005 northern interchange with those of the 2011 northern interchange. The '11 interchange is the one they are using. Block 6 is everything from the railroad over-crossing to Upp Creek. Block 7 is everything from Upp Creek to the end of the project. As you can see the total (block 6 and 7 in 2011) has a total of 31.344 acres from the Railroad to the northern terminus.

The "Northern Interchange Redesign Picture" is generated by citizens using Caltrans documents and shows a green overshadow where there are wetlands. The roundabout is not on wetlands. The wetlands covered by the approach to the roundabout from the railroad bridge I estimate to cover about 1/3 of the block 6 unit. 1/3 of 20 acres in block 6, about 7 acres used by the redesign we favor. 31.344 minus 7 acres means a total of 24.344 wetland acres would not need to be mitigated for.

The "Caltrans Mitigation Estimate 6-14 MMP", document shows the most up to date estimate Caltrans has given for mitigation costs. This is from the June 2014 Mitigation Plan (MMP). While Caltrans estimates $62 to $65 million the actual cost of required mitigation is much higher.

The document "Mitigation Funding Chart 6-14" explains that the total is actually $81.3 to $84.3 million. The June '14 MMP does not include the Ryan Creek Project, which is a requirement for Willits Bypass Mitigation. Recently the agencies required expansion of the Ryan Creek project and the estimate is currently around $5 million ('10 estimates were $4 million before expansion as stated in CDFW Permits). It also does not include land acquisition.

The total acres of wetland impact are 89 acres. Thus the cost of mitigation is between $910,000 and $944,000 per acre impacted! Multiply this by the 24.344 acres of wetland saved for $22.153 to $22.980 million.

Since only 48 of the 89 acres are permanently impacted it is conceivable the agencies would allow an even greater savings! The 24.344 acres are all of the permanently impacted variety.

Supporting documents:

"Project Report Bridge Costs 12-07"
"Bridge Cost Estimate 11-08"
"Project Report Imported Borrow Costs 12-07"
"Wetland Calculations by Block, 2012"
"Northern Interchange Redesign Picture"
"Caltrans Mitigation Estimate 6-14 MMP"
"Mitigation Funding Chart 6-14"

DATE OF ESTIMATE: 14-Dec-07
DISTRICT-COUNTY-ROUTE: 01-Men-101
KP (PM): KP69.4/78.9
EA: 01-262000

2. STRUCTURES ITEMS

Bridge Number	10-0159		10-0165		10-0171
Bridge Name	Haehl Creek Br		Floodway Viaduct		Quail Meadows NB Off Ramp OH
L/R	L	R	L	R	S
Structure Type	CIP/PS Box	CIP/PS Box	CIP/PS Box	CIP/PS Box	CIP/PS Box
Width (m)					
Span Lengths, Ends (m)					
Span Lengths, Center (m)					
Total Area (m2)	666	889	26 924	26 924	869
Footing Type	Piles	Piles	Piles	Piles	Piles
Cost Per m2	2 357	2 432	1 555	1 555	3 215
Total Cost for Structure	$ 1 570 000		$ 41 862 439		

Bridge Number	10-0171	10-0171		10-0173	
Bridge Name	Quail Meadows SB On Ramp OH	Quail Meadows OH		Quail Meadows UC	
L/R	K	L	R	L	R
Structure Type	CIP/PS Box	CIP/PS Box	CIP/PS Box	CIP/PS Box	CIP/PS Box
Width (m)					
Span Lengths, Ends (m)					
Span Lengths, Center (m)					
Total Area (m2)	681	1 183	1 181	564	527
Footing Type	Piles	Piles	Piles	Piles	Piles
Cost Per m2	3 576	4 370	3 018	2 358	2 159
Total Cost for Structure		$ 5 170 000		$ 1 330 000	

SUBTOTAL STRUCTURE ITEMS: $49,932,439.00

TOTAL ALL STRUCTURES ITEMS: $59,238,439.00

TOTAL ALL STRUCTURES ITEMS (ROUNDED): $59,238,000.00

COMMENTS:

Structures Estimate Contact:

DSD Structures Engineer *Phone*

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

QUANTITY CALCULATIONS

DC-CEM-4801 (OLD HC-52 REV.11/92) 7541-3520-0

JOB STAMP	ITEM	FILE NO.
	BRIDGE COST ESTIMATE	
01-262001	LOCATION	SEGREGATION YES
01-MEN-101	WILLITS BYPASS	NO
KP R69.4/78.9 (PM R43.1/49.0)	CALC. BY	DATE
NEW FREEWAY CONSTRUCTION	B. BIGGS	11/19/2008
P.E. BRAD MILLER	CHK. BY	DATE

BRIDGE COST ESTIMATE

BASELINE COST--HAEHL CREEK BRIDGE #10-0129L & #10-0129R

BEGINNING STATION	ENDING STATION	LENGTH METERS	WIDTH METERS	AREA (SQ. METERS)	COST PER SQ. METER	TOTAL COST (L&R)
		Right Side				
A 107+19.29	107+68.29	49.00	12.70	622.30 M^2		
		Left Side				
A 107+37.64	107+76.64	39.00	12.70	495.30 M^2		
			Total Area M2	1,117.60 M^2		$3,655,000
			Baseline Total Cost per M2		$3,270	

Note for all bridges: Beginning and Ending Stationing & Width--Measured in Microstation

UPP CREEK BRIDGE BRIDGE #10-0174

A 179+41.05	179+71.94	31.00	13.00	403.00 M^2	$3,270	$1,317,810

UPP CREEK BRIDGE (NB ON-RAMP) #10-0174S

QM4 179+56.67	179+82.06	25.39	8.20	208.22 M^2	$3,270	$680,880

UPP CREEK BRIDGE (SB OFF-RAMP) #10-0174K

QM3 179+11.95	179+38.95	27.00	8.20	221.40 M^2	$3,270	$723,978

F LINE BRIDGE (ROUND-A-BOUT) #10-0305

F 10+61.72	10+82.56	20.84	16.50	343.84 M^2	$3,270	$1,124,347
					TOTAL	$3,847,015

TOTAL COST ESTIMATE (rounded) BR # 10-0174, 10-0174S, 10-0174K, 10-0305 **$3,848,000**

POSTED BY DATE POSTED TO

DATE OF ESTIMATE:	14-Dec-07
DISTRICT-COUNTY-ROUTE:	01-Men-101
KP (PM):	KP69.4/78.9
EA:	01-262000

1. ROADWAY ITEMS

Bees#	Description	Unit	QTY	Unit Price	Item Cost	Section Cost
198001	IMPORTED BORROW	M^3	124000	18	2,232,000	
839603	S CRASH CUSHION (ADIEM)	EA	10	30,000	300,000	
839701	S CONCRETE BARRIER (TYPE 60)	M	6800	185	1,258,000	
153221	REMOVE CONCRETE BARRIER	M	6800	65	442,000	
153151	S COLD PLANING ACP 30MM MAX.	M^2	24480	6	146,880	
390106	ASPHALT CONCRETE (OPEN GRADED)	TONNE	1410	100	141,000	
120100	S TRAFFIC CONTROL SYSTEMS	LS	1	100,000	100,000	
					Subtotal Drainage Items:	**$4,619,880.00**

Bees#	Section 6 Minor Items		Item Cost	Section Cost
	Minor Items (5% of Sub Total Sec 1-5)	Subtotal (Sections 1 thru 5):	4,619,880.00	
		Factor:	5%	
			Total Minor Items:	**$230,994.00**

Bees#	Section 7 Roadway Mobilization		Item Cost	Section Cost
099999	MOBILIZATION	Subtotal (Sections 1 thru 6):	4,850,874.00	
		Mobilization Factor:	10%	
			Total Roadway Mobilization:	**$485,087.40**

Bees#	Section 8 Supplemental Work		Item Cost	Section Cost
		Subtotal (Sections 1 thru 6):	4,850,874.00	
		(Supplemental Factor):	1%	
			Total Supplimental Work:	**$48,508.74**

Bees#	Section 9 State Furnished Materials		Item Cost	Section Cost
			Total State Furnished Materials:	**$0.00**

	Section 10 Contingencies			
		Subtotal (Sections 1 thru 6, 8 & 9):	4,899,382.74	
		Contingency Factor (PS & E Stage):	20%	
			Total Contingency:	**$980,000.00**
			SUBTOTAL SECTIONS 1 THRU 10:	**$5,400,000.00**

2005 LEPDA DESIGN AND 2011 DESIGN COMPARISON
FEBRUARY 16, 2012

Discussion of Permanent Impacts

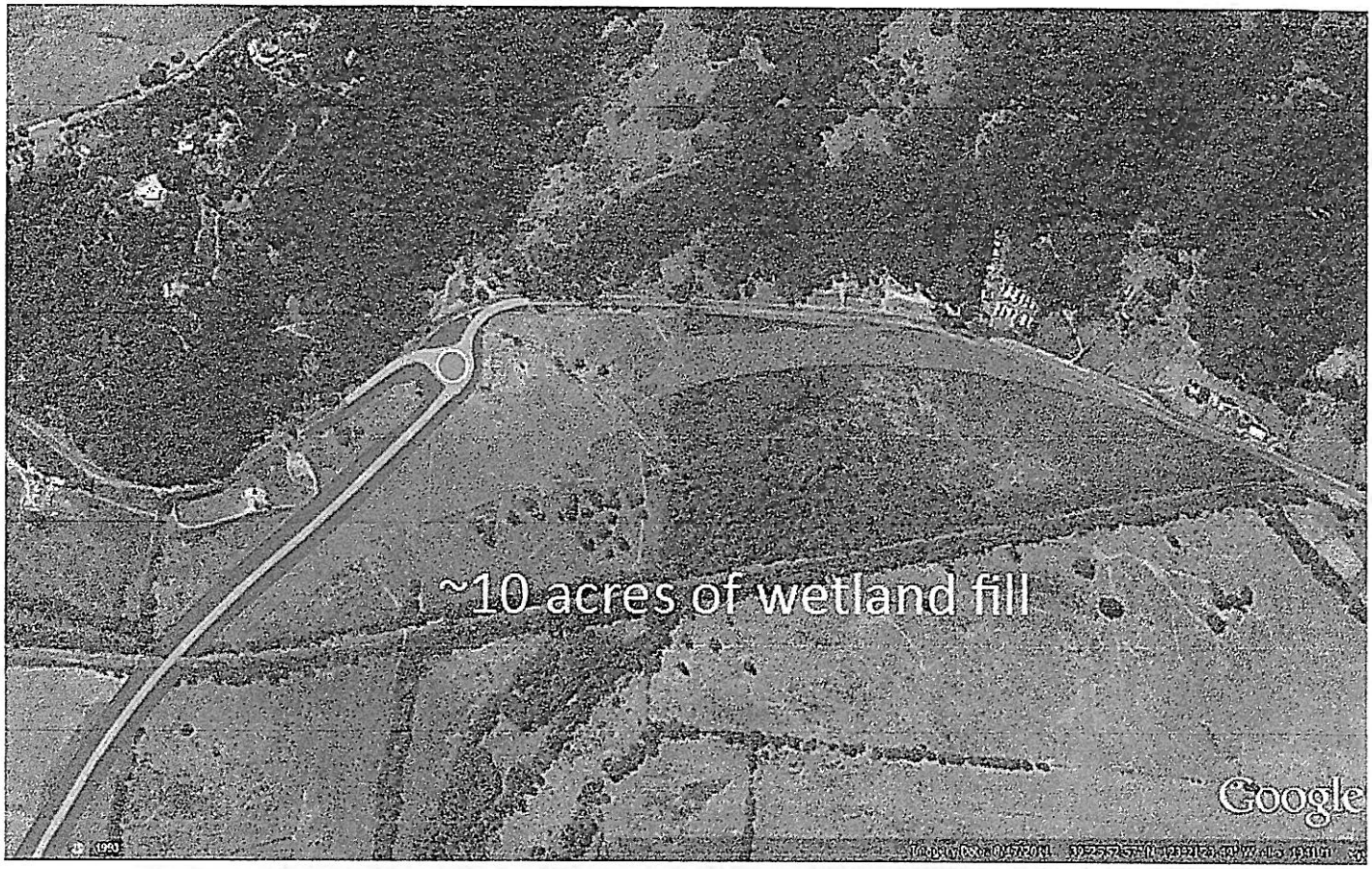
Design modifications have been made that have both increased and decreased the total permanent wetland impacts:

Table 1:
Comparison of 2005 LEDPA Design Permanent Wetland Impacts to 2011 Design Permanent Wetland Impacts

Location	2005 Permanent Wetland Impacts	2011 Permanent Wetland Impacts	Permanent Impact Comparison
Block 1: Southern End to East Hill Road	1.411 acres	2.427 acres	2011 permanent wetland impact is ***1.016 acres greater*** than 2005
Block 2: East Hill Road to South of Shell Lane	4.709 acres	4.265 acres	2011 permanent wetland impact is ***0.444 acres less*** than 2005
Block 3: South of Shell Lane to Center Valley Road	1.816 acres	4.205 acres	2011 permanent wetland impact is ***2.389 acres greater*** than 2005
Block 4: Viaduct Section	0.033 acres	0.033 acres	2011 permanent wetland impact is ***the same as*** 2005
Block 5: End Viaduct to Railroad	6.970 acres	6.213 acres	2011 permanent wetland impact is ***0.757 acres less*** than 2005
Block 6: Northern Interchange and Roundabout	17.841 acres	20.093 acres	2011 permanent wetland impact is ***2.252 acres greater*** than 2005
Block 7: Upp Creek Crossing to Northern End	9.252 acres	11.251 acres	2011 permanent wetland impact is ***1.999 acres greater*** than 2005
	42.03 acres	**48.49 acres**	**2011 is 6.46 acres greater**

Block 1 - Southern End to East Hill Road, increased impacts due to combination of 0.034 increase from permitting requirements (page 6) and 0.982 due to the southern alignment shift (page 6).
Block 2 - East Hill Road to South of Shell Lane, decreased impacts 0.557 acres due to the southern alignment shift (page 6) but increased impacts by 0.113 due to permitting requirements (page 6).
Block 3 - South of Shell Lane to Center Valley Road, increased impacts due to 0.641 acre increase from Rutledge Pond relocation (see page 5), 2.232 acre increase from viaduct shortening (see page 4), 0.347 acre increase due to permitting requirements (page 6), and 0.831 acre decrease due to the southern alignment shift (page 6).
Block 4 - Viaduct Section, this section has virtually the same impacts as 2005.
Block 5 - End Viaduct to Railroad, this section experienced a decrease in impacts of 0.890 acres due to a shift of the abutment (see page 5) and a 0.133 acre increase due to permitting requirements (page 6).
Block 6 - Northern Interchange and Roundabout, this area experienced an increase of 1.069 acre (see page 5) due interchange location change and a 1.183 acre permitting requirements increase (page 6).
Block 7 - Upp Creek Crossing to Northern End, this area experienced an increase of 1.926 acre (see page 5) due tying into US 101 and a 0.073 acre permitting requirements increase (page 6).

Willits Bypass
Opportunity to save Wetland Habitat



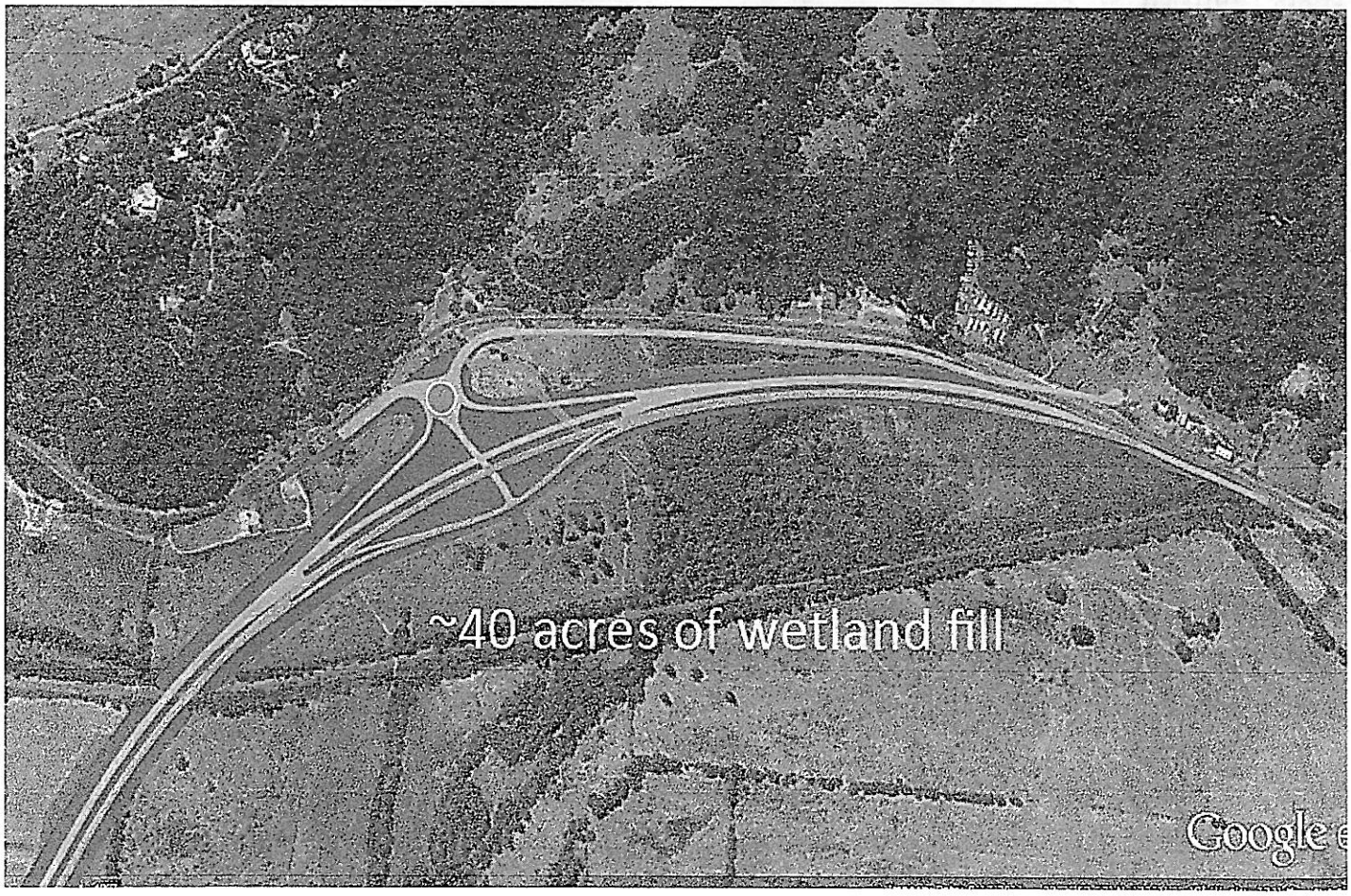


Table 13-2. Willits Bypass Mitigation Project

Cost Breakdown

Mitigation Component	Cost Estimate	Funded (in part) from the CTC programmed amount	Funded (in part) from the Willits Bypass construction contract (CCO)	Additional funding needed by supplemental CTC vote
Repackaged mitigation contracts	$35 - $38 million	✓	✓	✓
Short-term co-operative agreement to manage & maintain 1600 grazed acres over years 1 thru 10	$9 million	✓		
Long-term endowment (PAR)	$17.6 million	✓		
Total	$ 62-65 million			

This preliminary estimate (May 2014) shown in Table 13-2 is very conservative by necessity at this early stage of the mitigation implementation in order to satisfy the financial risk requirements of the regulatory and permitting process. Included in this total cost is the Engineer's estimate for the repackaged construction contracts, which is also very preliminary and will be adjusted as more mitigation contract details are developed prior to advertising for construction bids. Actual costs could prove to be substantially less if construction bids come in below the Engineer's estimate, and as on-going mitigation expenditures are better understood that may allow beneficial (to both the cost and success of the mitigation) adjustments to be made to the mitigation requirements over time.

Caltrans expects the repackaged construction contract bids to come in within budget. If not, Caltrans will need to seek supplemental funding from the CTC for construction of the Mitigation

Willits Bypass Mitigation Funding

(updated June 2014)

numbers in millions of dollars

Document	6-10 CDFW ITP Permit	1-12 Federal MMP	2-8-13 ACE to Caltrans	4-13 MMP	5-7-13 allocated by CTC	6-14 Final State MMP	6-14 estimate that includes ALL mitigation
Ryan Creek	4.0	3.0		3.0		unspecified	5.0 With second culvert build
Land Acquisition	11.591	16.0		16.0			14.7
Mitigation Construction	6.965 1486 acres	17.85		17.850	26.290	35.0 – 38.0	35.0 - 38.00
Short-term monitoring		11.29		10.469	unknown split	9.0	9.0
Long-term Management + Adaptive Management	12.0	11.781		9.616	Vote list claimed to include all mitigation	17.6	17.6
TOTAL	34.566	59.921	54.07	56.935	26.290	$61.6 - $64.6	$81.3 - $84.3

Re: CTC Agenda Item #21, Willits Bypass

Attn: douglas.remedios@dot.ca.gov
And carrie.pourvahidi@dot.ca.gov

The Willits bypass project was proposed on false pretenses to the representative government bodies and the regulatory agencies, towit Caltrans argued that the Federal Highway Administration would fund a four-lane project and nothing else. We have an affidavit from the FHA that this is false and it constitutes misrepresentation by Caltrans. The representative bodies would have gladly accepted a minimal project that did the least damage for the lowest cost. This is malfeasance.

The Willits bypass project falsified its own data in the environmental impact statement, claiming that the project was required due to increase of traffic projected over the next twenty years. When the twenty years had passed from 1993, the traffic volume had gone down not up. The total inter-regional traffic today is 6,000 vehicles a day with no indication of ever increasing. The structure is designed for 20,000 a day. Waste of taxpayer funds.

The Willits bypass project is characterized by unlawfully over-running sacred archaeological native sites, which was concealed from the local tribes. Caltrans is bound by law to inform them and to avoid this destruction by any means possible. It did not, proving devious bad faith. Now Caltrans is refusing to declare to the tribes an increasing number of such sites on the freeway path, which by Federal law is a breach punishable by law. The tribes are suing to protect them.

The Willits bypass project is building a four-lane interchange when there is no need for even a two lane freeway interchange. Caltrans had designed a roundabout, approved it, and then shelved it when greater funds invited the prospect of a huge Highway 5 project. This is corruption purposed to serve construction interests, not inter-regional traffic.

Both the wetlands and the sacred Indian sites are being sacrificed to profit the contractor from over-building.

Caltrans has propagated and will propagate to you the falsehood that citizen interference has delayed the project. This is false. Caltrans was lax in beginning mitigations, the creation of which the agency approvals were predicated. Caltrans still has not provided for mitigations. It announced to the USACE and Water quality Control Board in Feb. 2013 it would have to delay the project by two years, based on no work done to that point. The demonstrations had nothing to do with it.

Now Caltrans spokesmen have announced it will spray herbicides in our valley, affecting our water table. This will be answered promptly by an unnecessary law suit, since the spraying is unnecessary and based on its own failure to use available funds for lessing damaging methods.

Caltrans associates the poisonous spraying with the "speed-up" of mitigations required by the USACE. Again, this is false. Caltrans had no intention or ability to achieve the mitigations it promised. Instead it bought up 2,000 arable acres, declaring it would "restore" wetlands. This cannot be done, has not been done, and will not be done.

Therefore, the $64.7 million additional funding request is symptomatic of over-building, law-breaking, corruption, ignoring ancestral land, poisoning an entire water table, and lying to the public and representative bodies from the beginning of the project. By simply reducing the northern interchange to the original roundabout design, the wetlands will be saved and a dire violation of Indian archaeology avoided. These are not responsible people. They should not be supported but rather should be condemned, reprimanded, and made to minimize the awful damage they have done to this valley. As the Chinese saying goes, hawks and dogs are not

responsible for what they do, their master is. The CTC is the master. I pray it is not just another beast.

Sincerely,

William J. Ray
22641 East Side Rd.
Willits Ca 95490
wjray@sonic.net

~40 acres of wetland fill
Google

~10 acres of wetland fill
Google

Remedios, Douglas@DOT

From: Cynthia Raiser Jeavons [cynthia2@sonic.net]
Sent: Monday, December 08, 2014 12:13 PM
To: Remedios, Douglas@DOT; Maller, Stephen@DOT
Subject: CTC Agenda item #21, Willits Bypass funding

Dear CTC Members,
As you well know, Caltrans is coming back to you to request 64.7 million tax dollars more funding from you for cost overruns for Phase 1 of the Willits Bypass. This illconceived project has been plagued with numerous problems and illegalities for many years now. From it's more recent inception, Caltrans lied about the need for this bypass by artificially increasing the numbers of vehicles that would be using the bypass, and the project has covered those original lies to you with more and more untruths, exaggerations, non-compliances and outright illegalities. If they were forced to clean up their act by not receiving more unspecified funding from the CTC, Caltrans would be forced to downsize to a smaller 2-lane roundabout, which is all that is needed, and would save up to 24 to 30 acres of precious wetlands AND save up to 30 Native American Cultural Sites that COULD be saved if you do NOT hand them millions more in unspecified funds.

Caltrans needs to "clean up it's room", be shown how to become reasonable and rational, adjust the design to be much smaller to live within it's means, and learn to become a respectful teenager and straighten up it's act. Giving Caltrans more $$$ will NOT solve the problem, it will just help them to continue to act out, most inappropriately. Please say NO to Caltrans' latest request. The $$$ should go to projects where it is actually needed, and that is NOT in Willits.

Sincerely,
Cynthia Raiser Jeavons
Willits, CA

Sent from my iPhone

ven a paragraph of opposition to additional funding for the Bypass project will help! WE NOW NEED VOLUME … many letters have been sent detailing the problems. PLEASE TAKE A MOMENT TO ADD YOUR VOICE!

Be sure to reference CTC Agenda Item #21, Willits Bypass, and send comments to:

douglas.remedios@dot.ca.gov

carrie.pourvahidi@dot.ca.gov

A

Remedios, Douglas@DOT

From: Bay Area Coalition for Headwaters [bach@headwaterspreserve.org]
Sent: Monday, December 08, 2014 11:09 AM
To: Remedios, Douglas@DOT; carrie.pourahidi@dot.ca.gov
Subject: Comments re. Agenda Item #21 on CTC 12-9-14 meeting agenda

Dec. 8, 2014

To: California Transportation Commission

Attn: Douglas Remedios and Carrie Pourahidi

douglas.remedios@dot.ca.gov; carrie.pourvahidi@dot.ca.gov

Re: CTC Agenda Item #21, Willits Bypass

I would like to submit these comments in relation to the CTC's consideration of a request before you from Caltrans for an additional $64.7 million for the highway project in Mendocino County known as the Caltrans Willits Bypass.

I urge the members of the California Transportation Commission to deny this additional large expense to California's taxpayers, and ensure that Caltrans seriously examine the alternatives in front of them rather than continuing to continue down this road to build an unnecessarily large and complex, and unnecessarily expensive boondoggle.

This project has been beset by controversy, cost overruns, missed deadlines, inaccurate data, false promises, permit violations, as well as poor planning. Caltrans has also ignored alternative plans (some of their own design) that would save significant public funds and avoid the devastating environmental and cultural site damage now underway as Caltrans "stays the course" of their original plan, rather than adjusting to community input, agency warnings and simple good sense.

A January 2014 report by the independent State Smart Transportation Initiative (SSTI) said Caltrans was "out of touch, car-centric" and "operated in an atmosphere of fear and intimidation," particularly problematic in these times of "dwindling resources" and "changing climate". Caltrans actions on the Bypass project stands as an example of this culture, as ground water is depleted in time of drought, and an oversized interchange is built—for four lanes—when a more appropriate interchange for the two lane connection to two lane highway would go far in helping to resolve some of the major problems: loss of wetlands, destruction of Native archaeological sites, and overbuilt highways during a time the country needs to find more innovative transportation models as we face climate crisis.

Rather than pursuing new and innovative ideas in keeping with the current context, Caltrans has used traffic models that are decades old to demonstrate the need for a project this size. In fact, traffic volume on that part of Highway 101 has decreased in the last decade. It is clear to any forward-looking observer that to prepare for times that will include climate change, including likely recurring drought conditions, we Californians need to protect all the wetlands the state still has left. We also need to use public funds to repair and fix problems, not expand those under construction unnecessarily.

We do not need to throw more public funds at this project. Rather, we need our agencies and elected officials to look at it critically, and work with Caltrans to make it a "smarter" project. I urge you to exhibit greater accountability than Caltrans has shown. It is now up to your agency to hold Caltrans accountable. The people and environment of California deserve it.

Sincerely,

Karen Pickett

Bay Area Coalition for Headwaters
2530 San Pablo Ave.
Berkeley, Calif. 94702
510/548-3113
www.HeadwatersPreserve.org

Remedios, Douglas@DOT

From: Brian Weller [horizonson@comcast.net]
Sent: Monday, December 08, 2014 11:39 AM
To: Remedios, Douglas@DOT; Maller, Stephen@DOT
Cc: Freddie Long (gm)
Subject: The CTC Agenda Item #21, Willits Bypass

Dear Douglas and Steven,

As a local Willits resident I am deeply concerned about the latest developments in the Willits bypass project.

The cost overruns are primarily due to Caltrans' own mistakes and delays. Caltrans must be held accountable; no blank check! No "good money after bad" for an already overly costly and destructive project.

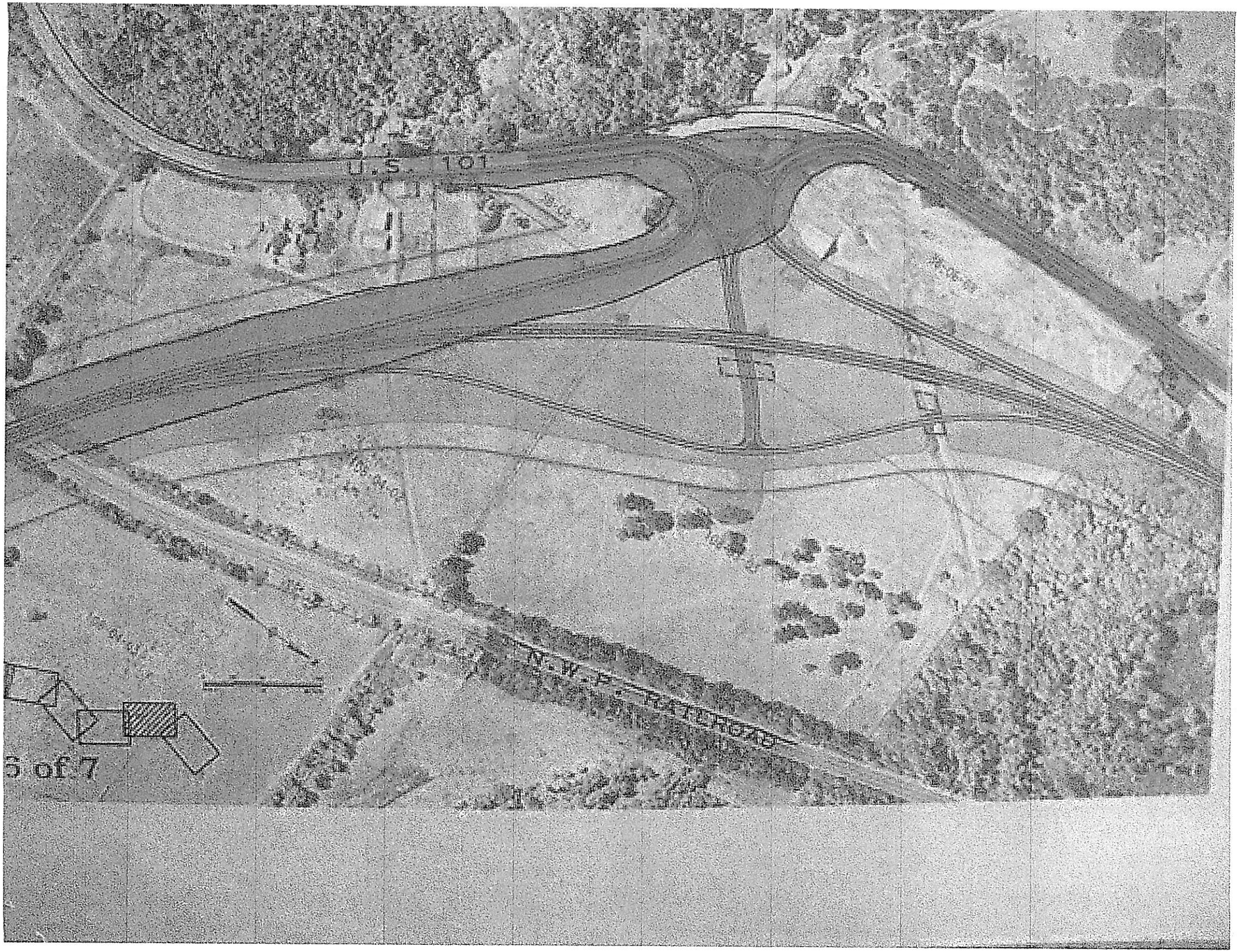
- **This $64.7 million request does NOT include almost certain additional overruns for the mitigation work and likely more overruns toward the end of construction.**

- Most important, the **CTC should compel Caltrans to fully evaluate the option of changing the northern terminus** (i.e. eliminating the freeway-style interchange) before allocating any more funds to this project.

- **A future Phase 2 is not needed and extremely unlikely.**

Please hold Caltrans responsible for it's poor record on this project.

Brian Weller


U.S. 101
N.W.P. RAILROAD
6 of 7

Remedios, Douglas@DOT

From: mullendee@aol.com
Sent: Monday, December 08, 2014 3:11 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: Caltrans Request for more $ (CTC Agenda Item #21, Willits Bypass)

To: California Transportation Division

I am dismayed to hear that Caltrans may be awarded more money to continue their fiasco in Willits, Ca. The Bypass has been misrepresented and mismanaged from the beginning. Please do not encourage their bad practices. Their cost overruns are due to their own mistakes and delays. They need to be held accountable. Do not let them spend good money after bad. There will no doubt be more overruns in the future of this project. Caltrans should be compelled to fully evaluate the option of changing the northern terminus and eliminating the freeway-style interchange. A future Phase 2 is not necessary and is extremely unlikely.

Sincerely,
Dee Mullen
Covelo, CA
95428

CTC Agenda Item #21, Willits Bypass, comments to:

douglas.remedios@dot.ca.gov
carrie.pourvahidi@dot.ca.gov
Dec. 8, 2014

Re: Caltrans' request for $64 million tax dollars for "cost overruns" on the Willits Bypass Project
Dear Commissioners:

Caltrans has messed up big time on its' Willits Bypass project. From the get-go, they lied about the need for the overbuilt bypass by skewing critical data and traffic projections and falsely claiming the Federal Highway Administration would fund only a 4-lane superhighway.

Next, Caltrans messed up on required migratory bird surveys, by not even developing protocols prior to commencing construction. They finally did some lame surveys when nesting season was in full swing, but only after citizens stood in front of operating brush hog machines and climbed into trees to protect them while regulators did nothing. These protesters risked life and limb to protect the environment and were duly arrested and prosecuted for their courageous, nonviolent actions. Caltrans overkill response was calculated to be costly and intimidating to the public.

Caltrans messed up on Haehl Creek on the south end of Willits by denuding the hillsides, dumping sediment into the water and smothering salmon eggs, killing the young of year and negatively impacting endangered salmon species for generations to come. They messed up by cutting down thousands of ancient oaks and other trees while not doing any of their promised and required "mitigations", for over two years, causing "temporal loss", i.e. the theft of public values in the waters, the habitat, the fish, and the wildlife of the State of California.

They messed up the wetlands on the north end by desertifying the landscape and punching thousands of "wick drains" 80 feet deep into the soil to remove the water, negatively affecting the drainage and hydrology of the valley.

They messed up by not properly surveying for Native American artifacts and cultural sites in Little Lake Valley, mapping only one, an important, known ancestral village, which they completely destroyed after telling the Sherwood Band of Pomo Indians the site would not be within the construction zone. Many other cultural sites have now been discovered "by bulldozer" during construction but Caltrans refuses to perform a proper EIS.

Now Caltrans wants to mess up even more by applying herbicides to streamside vegetation on sixty-five acres of so-called mitigation lands. Herbicides will poison aquatic habitats and soil organisms, placing the entire food chain at risk and contaminating reeds, grasses and other materials needed by Native weavers, endangering their health, as well as that of workers who will apply the chemicals.

Any "cost overruns" were caused by Caltrans' cavalier approach to the law, callous disregard for the environment and disrespect for Native Americans, arrogant attitude towards the public and intransigent resistance to reasonable change.

The more money Caltrans and their contractors get, the more they mess up. Don't give them any more. Instead, tell these highway robbers to clean up the messes they've already made and direct Caltrans to scale back the northern end of the project to a roundabout/2-lane interchange to protect *significant* acres of wetlands, numerous Native American historical sites and tens of thousands of tax dollars in plenty of time. Please DO NOT approve Caltrans' request for $64.7 million in additional funding for this bloated and benighted project that will also soak up all of Mendocino county's future STIPP funds indefinitely.

.

Sincerely,
Naomi Wagner
Willits, Ca.
707-459-0548

Remedios, Douglas@DOT

From: Christopher Martin [cmartin@pacific.net]
Sent: Monday, December 08, 2014 2:40 PM
To: Remedios, Douglas@DOT
Subject: Re: CTC agenda item #21 - the Willits Bypass

Dear Sir,

Re: CTC agenda item #21 - the Willits Bypass

I am writing to protest Caltrans' request for a further $64.7million for the Willits Bypass and to ask that the CTC not just rubber-stamp approval
but to subject it to the scrutiny it deserves.
For Caltrans to ascribe this cost over-run to "unforeseen issues" is laughable. These issues were not unforeseen, they were simply ignored by Caltrans.
Caltrans has been behaving like a rogue institution and has been a serial law-breaker during the course of this project, violating the provisions of the Migratory Bird Act (which is not just a Federal law but is also an international treaty obligation), violating the sacred sites of the native people and most of all treating the Clean Water Act as if it did not apply to them.
This has been an extraordinarily costly, destructive and unnecessary project and I'm asking the CTC to say "enough" and to demand some accountability from Caltrans for this squandering of both taxpayers' money and the natural resources of the Little Lake Valley. Unfortunately a great deal of the unnecessary damage from this project has been done but it is still not to late to mitigate the remaining planned damage, specifically by a genuine downsizing of the northern interchange.

Yours sincerely,
Christopher Martin

PO Box 664,
Willits CA 95490

Remedios, Douglas@DOT

From: Nancy Finn [nancy.crd@comcast.net]
Sent: Monday, December 08, 2014 2:29 PM
To: Remedios, Douglas@DOT
Subject: Willits Bypass

Dear Mr. Remedios,
Please reference CTC Agenda item # 21 in reference to Caltrans requesting a blank check for the completion of the Willits bypass. It is obscene and outrageous. The project is already way in excess of it's projections. The 40 acre northern interchange needs to be downsized to a 10 acre, much more appropriate design. Please do the right thing.
Concerned Willits and California citizen,

Nancy Finn
www.chasingrainbowsdyeworks.com
707.459.8558
nancy.crd@comcast.net

Remedios, Douglas@DOT

Subject: FW: CTC item # 21 The Willits Bypass

From: John wagenet [mailto:jwagenet@yahoo.com]
Sent: Monday, December 08, 2014 12:32 PM
To: Maller, Stephen@DOT
Subject: CTC item # 21 The Willits Bypass

Dear Mr. Maller and the CTC Board,

The Caltrans Bypass of Willits was sold to the public and local governments using outright lies and obfuscation. Caltrans essentially held Willits hostage by leaving a bottleneck in place in Willits which they removed this year after approval and the beginning of the Willits Bypass.

Caltrans stated that the FHA required them to build a 4 lane bypass which was an outright lie.

Now Caltrans is building 2 lanes which they originally said they would never build because it was unsafe.

These 2 lanes have a massive impact on the Little Lake Valley lands and wetlands. They also have huge interchanges designed for the south and north of Willits for a future unneeded 4 lanes.

Caltrans has gutted our local MCOG state money to the tune of **33.4 million** to date and are now asking for **9.7 million dollars more**. This effectively kills any projects in the county, including improvements that could be made in Willits to improve traffic flows. (the connection between Baechtel Road and Railroad Ave.)

The northern interchange could be reduced to one simple round-a-bout or simple interchange without the destruction of Native American Cultural Sites and precious wetlands at a savings of some **$40,000,000.00.**

Caltrans needs to get the MMP up to date before moving any further ahead on this project. They have barely begun this, the most costly mitigation project plan to date, and continue to fall behind on their legal obligations.

Please do not approve this **64.7million dollar** request by Caltrans to waste more of our taxpayers dollars. Send them this message instead. Honor the Native American Cultural Sites, protect the wetlands by downsizing the northern interchange. There is ample time during the winter to rethink and implement a new plan that is in line with the governors new policies on water and land use. It's a win for everyone.

Thank you, John Wagenet

Remedios, Douglas@DOT

From: Heinz Dullinger [heinz@pacific.net]
Sent: Monday, December 08, 2014 2:27 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: CTC Agenda Item #21, Willits Bypass, and send comments to:

Hello relevant persons in regard to the Willits bypass project.

Please consider a roundabout at the northern interchange to the freeway.
All throughout Europa, roadways are getting added roundabouts. It can be a ad on to north south main lanes, with simple yield signs and speed signals. This project is overbuild. Save millions of dollars and wetland with a rather sensitive design. Now all that water storage is lost, its now dead land water run off. Please reduce your footprint.

Heinz Dullinger
Resident

Remedios, Douglas@DOT

From: Jenny Burnstad [jmburnstad@yahoo.com]
Sent: Monday, December 08, 2014 12:14 PM
To: Remedios, Douglas@DOT; Pourvahidi, Carrie@DOT
Subject: CTC Agenda Item #21, Willits Bypass

Please insist that Caltrans downsize the Northern Interchange to save money rather than giving more money to this overbuilt project.

- **The cost overruns are primarily due to Caltrans' own mistakes and delays.** Caltrans must be held accountable; no blank check! No "good money after bad" for an already overly costly and destructive project.
- **This $64.7 million request does NOT include almost certain additional overruns for the mitigation work and likely more overruns toward the end of construction.**
- Most important, the **CTC should compel Caltrans to fully evaluate the option of changing the northern terminus** (i.e. eliminating the freeway-style interchange) before allocating any more funds to this project.
- **A future Phase 2 is not needed and extremely unlikely.**

Yours truly,

Jenny Burnstad
PO Box 102
Boonville, CA
95415

Jenny Burnstad, Fiscal Director
Cloud Forest Institute
PO Box 1435
Ukiah, CA 95482
www.cloudforest.org
jenatcloudforest.org
707-743-1287, 707-895-3243