

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(12), Action Item

Prepared By: Ann Fox
District 11 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 1352/EA 43063 – SAN DIEGO COUNTY – STATE ROUTE 75 AND
INTERSTATE 5
RESOLUTION FA-24-100**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$14,800,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation and Replacement project on State Route (SR) 75 and Interstate 5 (I-5), in San Diego County, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 75 and I-5 in the City of San Diego, at the San Diego-Coronado Bay Bridge (No. 57-0857) and N75-N5 Connector Overcrossing (No. 57-0912G); and on Interstate 5 at the S5-S75 Connector Overcrossing (No. 57-0939H), in San Diego County. The project will install suicide deterrent fencing along the bridges.

FUNDING AND PROGRAMMING STATUS:

In January 2023, this project's PS&E phase was programmed for \$14,000,000 in the SHOPP for allocation in Fiscal Year 2022-23. The project also received a PS&E allocation for \$14,000,000 concurrently to the programming. In October 2024, the project was amended to change the alternative delivery method from Design-Bid-Build to Progressive Design-Build

(PD-B) as the project entails design and construction of a unique suicide deterrent system that does not fit the traditional highway transportation project mold. The project has not received any G-12 funds for the PS&E phase. The PS&E phase is currently 30 percent complete, with a remaining budget of \$10,100,000, which is insufficient to complete the phase. If this request for additional funding is approved, it is anticipated to Ready to List (RTL) the project by March 2026, and complete the remaining PS&E activities by September 2026.

REASON FOR COST INCREASE:

The project realized cost increases due to additional resources required to convert and administer the PD-B delivery method.

In January 2023, when the project was programmed and allocated for the PS&E phase, the amount did not account for costs related to administering the Department's first project that will be utilizing the PD-B delivery method. The San Diego-Coronado Bay Bridge Suicide Deterrent project includes a physical suicide deterrent system which is non-typical highway transportation scope and outside of the Department's expertise. The project is unique and complex and requires external expertise to complete the design and to ensure successful completion of the project. The project's purpose is to install the suicide deterrence fencing in the timeliest manner to reduce suicides and suicide attempts. Considering these and additional factors, it was decided to convert the project to the new innovative PD-B delivery method. With PD-B, the Department and Design-Builder are targeting to accelerate the completion of the project by 12 or more months.

The project has achieved 30 percent design, conducted a Value Analysis Study, prepared a mockup package that was constructed in 2023, and procured an Independent Cost Estimator (ICE), and the Design-Builder. The Value Analysis Study and mockup required more resources than anticipated.

Seven task orders have been executed with the Design-Builder totaling \$4,500,000. The task orders include reviewing and becoming familiar with the overall project and the Department's 30 percent design, validating the design, and initial independent quality management tasks, partnering, environmental support, survey work, railroad coordination, and agreement support. They also include the opinion of probable construction cost (OPCC) 1 efforts, starting the risk and innovation logs, establishing baseline construction means and methods, and advancement of the design beyond 30 percent. Reviewing and becoming familiar with the project by the Design-Builder was required since they are the Engineer of Record (EOR).

As the EOR, the Design-Builder is responsible for completing the final design and for delivering the project. Based on discussions with the Design-Builder, and the ICE, it is estimated that the total Design-Builder's PS&E phase effort will cost approximately \$16,700,000 (includes the task orders). Although undetermined, the amount assumes the design will be carried to 100 percent before moving to construction, and the project may be split into three separate construction contracts. Based on the same assumptions, it has been estimated that the ICE efforts will cost approximately \$2,200,000, and the remaining Department's PS&E phase efforts will cost an

additional \$6,000,000. The Department will continue to be highly involved in the development of the final design and all other project development tasks including, leading the environmental and right of way efforts, developing construction contracts, participating in multiple OPCC efforts, performing reviews, approving the final design, applying for a Buy America Waiver, and managing the project, ICE, and Design-Builder contracts. Since this project will serve as the first pilot project for this new innovative delivery method, additional resources are required for extensive coordination and engagement.

Therefore, supplemental funds in the amount of \$14,800,000 are required to achieve RTL and complete the contract documents and remaining PS&E activities through approval of the contract by September 2026.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete this project that will address the critical need for suicide deterrent fencing on the San Diego-Coronado Bay Bridge in a timely manner. To address all of the deficiencies, the project will need to be reprogrammed in a future SHOPP cycle which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$14,800,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	County	Dist-Co-Rte	Postmile	Location	Project Description	PPNO	Program	Phase	Program Code	Project ID	Adv Phase	EA	Original Amount	This Supplemental Request
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2.5e.(12) COS Supplemental Funds for Previously Voted Project Resolution FA-24-100

1	\$14,800,000	Department of Transportation San Diego 11-SD-75 R20.1/R22.3	In the city of San Diego, on San Diego-Coronado Bay Bridge No. 57-0857 and E75-N5 Connector Overcrossing No. 57-0912G; also on Route 5 at S5-S75 Connector Overcrossing No. 57-0939H (PM R13.8/R14.3).	11-1352 SHOPP PS&E 20.10.201.110 1119000044 1 43063	\$14,000,000	\$14,800,000
<p><u>Outcome/Output:</u> Install suicide deterrent fences along bridges.</p> <p>This is a Progressive Design-Build (PD-B) project.</p> <p>(PS&E, R/W Sup, R/W Cap Only)</p> <p>Supplemental funds are needed to complete PS&E.</p> <p>CEQA - MND, 06/23/2022 NEPA - CE, 06/27/2022</p> <p>Future consideration of funding approved under Resolution E-21-101; December 2022.</p>						