

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(3), Action Item

Prepared By: Scott Eades
District 05 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 2700/EA 1H860 – SANTA BARBARA COUNTY –
UNITED STATES HIGHWAY 101
RESOLUTION FA-24-103**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,700,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Pavement Preservation project on United States Highway (US) 101, in Santa Barbara County, to complete the construction contract?

RECOMMENDATION:

The Department recommends that the Commission approve the requested supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on US 101 near Gaviota, from south of Gaviota Beach State Park to the Old Coast Highway, in Santa Barbara County. The project will rehabilitate the pavement.

FUNDING AND PROGRAMMING STATUS:

In October 2017, this project was programmed in the SHOPP for \$59,218,000 in Construction Capital and \$5,026,000 in Construction Support for allocation in Fiscal Year 2021-22. In December 2018, the project was amended to update the performance measure to align with the most recent pavement survey and corrected program code. In June 2021, the project was amended again to increase Construction Capital to \$61,719,000 and Construction Support to \$5,525,000 to install retaining walls to support guardrail and concrete barriers at multiple

locations with narrow shoulders. In June 2022, the project received a 4-month allocation time extension for the Construction phase. In August 2022, the project was further amended to fully program the previously unfunded Construction phase and increase Construction Support to \$6,214,000. The project was also allocated for \$54,740,000 in Construction Capital and \$6,214,000 in Construction Support. In February 2023, the project was awarded for \$51,084,500 for Construction Capital. In March 2023, construction began with 330 working days. In May 2025, the project received partial G-12 funds in the amount of \$4,260,000 in Construction Capital. The project has not received any G-12 funds for Construction Support. The remaining funds are currently at \$20,875,000 in Construction Capital and \$1,572,000 in Construction Support. The project is 70 percent complete with 185 working days remaining. The planned Construction Contract Acceptance (CCA) is December 2025.

REASON FOR COST INCREASE:

The project realized Construction Support cost increases due to weather related delays, encountering differing site conditions, additional traffic control required to complete work, resources required by design staff to address construction challenges, and the use of consultant staff.

The project is rehabilitating the pavement along an approximately 6-mile segment of US 101. Prior to the start of construction in 2023, a series of strong winter storms hit the project area between January and March 2023, which created multiple slides within the project limits. As a result, several separate emergency projects were created within the project limits, which impacted the project's schedule and required additional coordination. The coordination also included the hot mix asphalt paving, since cold weather and rain events changed the sequence of work around the emergency projects. This resulted in the addition of approximately 90 working days to the project which increased support resources by approximately \$150,000.

The strong winter storms also degraded the pavement conditions within the project limits. This resulted in extensive pavement, drainage, and slope failures which led to many contract change orders (CCOs) and redesign to address these failures. The original scope proposed construction of several retaining walls along the shoulder/embankment to install the proposed guardrail. However, the storms eroded the embankment which required earthwork to restore the shoulder before the retaining walls were constructed. The design of the retaining walls was re-evaluated and several CCOs were issued for the removal of the proposed retaining walls from the plans, and further earthwork was added to install the guardrail. This resulted in additional support resources during the development of the CCOs. The Department issued and administered approximately 70 CCOs to address these events. These unanticipated differing site conditions resulted in the addition of approximately 200 working days to the project which increased support resources by approximately \$250,000.

The unanticipated emergency projects which were addressing multiple slides within the project limits impacted constructability of the proposed work. This resulted in rescheduling and resequencing the work. Extensive double shifts and night work were required to keep the project on schedule. Unplanned lane reductions to work around the emergency projects

significantly increased delays and reduced productivity. The project's median barrier work was delayed due to limited work windows for several days which led to multiple shutdowns and re-starts of work as a result of traffic handling safety. This resulted in the addition of approximately 80 working days to the project which increased support resources by approximately \$200,000.

In addition to the unanticipated impacts stated above, additional support resources for Department staff from design, environmental, construction, and other offices were required during construction. This was above what was anticipated due to the project's design consultant not being available during construction. The Department's staff required additional time to become familiar with the project to efficiently address numerous construction challenges. This resulted in increased support resources by approximately \$150,000.

As a result of the additional work, modification and extension of the schedule, and the completion of the remaining work, the Department augmented their support staff with consultants to minimize delays and achieve CCA by December 2025. Consultant augmentation increased support resources by approximately \$950,000.

These efforts have resulted in a total of \$1,700,000 in support costs.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete construction to address all of the critical deficiencies of the existing pavement along this segment of US 101. If the construction contract is further delayed, it will likely result in claims by the contractor. To address all of the deficiencies, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$1,700,000 be allocated for Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	State	State	State
Allocation Amount	Location	Program	Federal	Federal	Federal
Recipient	Project Description	Funding Year	Current Amount	Additional	Revised
RTPA/CTC	Project Support Expenditures	Item #	by Fund Type	Amount by	Amount by
County		Fund Type		Fund Type	Fund Type
Dist-Co-Rte		Program Codes			
Postmile		Project ID			
		Adv Phase			
		EA			

2.5e.(3) Supplemental Funds for Previously Voted Project Resolution FA-24-103

1	Near Gaviota, from 0.1 mile south of Gaviota Beach State Park to Old Coast Highway.	05-2700			
\$1,700,000		SHOPP			
		CON ENG			
Department of Transportation	<u>Outcome/Outputs:</u>	505-3290 RMRA	\$712,800	\$195,000	\$907,800
SBCAG	Remove and replace pavement with Rubberized Hot Mix Asphalt (RHMA). This project will extend the pavement service life and improve ride quality.	001-0890 FTF	\$5,501,200	\$1,505,000	\$7,006,200
Santa Barbara		20.10.201.121			
05-SB-101		0517000002			
46.2/R52.3		3			
	Total revised amount \$7,914,000.	1H860			
	Supplemental funds are needed to complete construction.				
	CEQA - CE, 02/27/2020; Re-validation 05/11/2022				
	NEPA - CE, 02/27/2020; Re-validation 05/11/2022				