

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(4), Action Item

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District 04 – Director (Acting)

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 0886/EA 0G660 – SOLANO COUNTY – STATE ROUTE 84
RESOLUTION FA-25-02**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,600,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Bridge Formula Program project on State Route (SR) 84, in Solano 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 84 near Rio Vista, at Miner Slough Bridge (No. 23-0035), in Solano County. The project will replace the bridge.

FUNDING AND PROGRAMMING STATUS:

In July 2012, the project's PS&E phase was programmed for \$2,754,000 in the SHOPP for allocation in Fiscal Year 2016-17. In June 2016, the project was amended to increase PS&E to \$3,500,000 due to consultations with environmental agencies which changed the bridge replacement alignment. In June 2017, the project received a PS&E allocation for \$4,100,000. In June 2020, the project received a 20-month allocation time extension for the Construction phase. In October 2020, the project received a 26-month post-fact project development expenditure time extension for the PS&E phase. In February 2022, the project funds were

lapsed to be reprogrammed.

In October 2022, the project's PS&E phase was reprogrammed for \$2,291,000 for allocation in 2022-23 and was allocated for the same amount with an additional 7 months to complete the phase. In March 2024, the project was amended to change the program code to utilize the new Bridge Formula Program. The project has not received any G-12 funds for the PS&E phase. The PS&E phase is currently 65 percent complete, with a remaining budget of \$150,000, 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 May 2027, and complete the remaining PS&E activities by August 2027.

REASON FOR COST INCREASE:

The project realized PS&E cost increases due to the need for seepage analysis to implement soil stabilization measures, the need to hire specialized soil stabilization consultants, analysis for additional temporary roadway detours required due to SR 84 closure for approximately one year, and addressing new utility pole conflicts.

As part of the bridge replacement strategy, the levees required soil stabilization. The soil stabilization design required drilling into the levees for subsurface analysis which needed a new United States Army Corps of Engineers (USACE) drilling permit. This permit took extra time and efforts to obtain. The drilling results were finalized in November 2022 and around the same time, the USACE requested a seepage analysis as part of the soil stability analysis. This required the Department to purchase new seepage analysis software, which required specialized acquisition as it was a non-standard software. The software was obtained in May 2023, and the analysis required significant time and effort to conduct. The results of the analysis were submitted to the USACE in October 2023. After lengthy communication with the Central Valley Flood Protection Board and USACE, the Department determined hiring a consultant to help address soil stability design, construction staging, earthwork specifications, equipment mobilization/storage, seepage, constructability, traffic control, and utility conflicts was necessary. The consultants were hired in January 2024.

In July 2024, additional comments were provided by USACE, requesting new seepage analysis to address the seepage effect of using a prefabricated vertical drain as part of the soil stability design as well as its effect on construction slope stability. Re-running the analysis to incorporate the effect of slope stability took additional time and effort. The Department, in coordination with the consultant, developed the analysis and provided the results to the USACE in June 2025.

In June 2024, it was determined that because of the stabilization work, stage construction north of the bridge crossing required revisions and that SR 84 would have to be closed continuously for approximately one year. The bridge serves as the main access to Ryer Island for local residents and agricultural trucks. The two existing State owned/operated ferries cannot handle the load of these trucks. Therefore, a temporary roadway was suggested to keep the route open to traffic.

In August 2024, after finalizing the approximate footprint of the temporary roadway and associated slope stability work, a new utility pole conflict was identified as being necessary due to the modified work. The Department explored options to eliminate the conflict, however, no other feasible alternatives to the temporary roadway were found. Therefore, pole relocation was pursued with Pacific Gas and Electric (PG&E). After coordinating with PG&E, the pole is scheduled to be relocated by January 2027.

These additional studies and re-work encumbered a significant portion of the PS&E allocation. Therefore, supplemental funds in the amount of \$1,600,000 are required to complete the design, finalize the contract documents to RTL the project, and complete the remaining PS&E activities through contract approval by August 2027.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to RTL the project which will address critical deficiencies of the existing bridge. To address all of the deficiencies, the project would need to be reprogrammed in a future SHOPP cycle which could lead to the potential of a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$1,600,000 be allocated to provide funds to complete the PS&E phase for this SHOPP project.

Attachment

