

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(6), Action Item

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District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE  
PPNO 6034/EA 3311U – VENTURA COUNTY – UNITED STATES HIGHWAY 101  
AND STATE ROUTE 23  
RESOLUTION FA-25-10**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,300,000 in Construction Capital for the State Highway Operation and Protection Program (SHOPP) Collision Severity Reduction and Roadside Safety Improvements project on United States Highway 101 (US 101) and State Route (SR) 23, in Ventura 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 and SR 23 at various locations, from the Los Angeles County line to the Old Pacific Coast Highway and from the SR 23/US 101 separation to Hillcrest Drive, in Ventura County. The project will upgrade guardrail, end treatments, and bridge connections; add vegetation control, install concrete barrier and access gates, replace dikes, construct access trails and maintenance vehicle pullouts, relocate irrigation facilities, and pave gore, narrow, and slope areas.

**FUNDING AND PROGRAMMING STATUS:**

This project is a combination of three projects that were programmed in the SHOPP separately. In March 2018, the first project (PPNO 5082/EA 33110) was programmed for \$9,776,000 in Construction Capital and \$1,750,000 in Construction Support for allocation in Fiscal Year 2021-22. In May 2020, the project was amended to move up the allocation for the Construction and Right of Way phases to 2020-21 and increase Construction Capital to \$10,171,000 and Construction Support to \$2,413,000 due to some locations where the guardrail had to be replaced with concrete barrier and guardrail that will be extended to protect fixed objects. In June 2021, the project received a 2-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$7,374,000 in Construction Capital and \$2,035,000 in Construction Support.

In March 2018, the second project (PPNO 5231/EA 33900) was programmed for \$6,470,000 in Construction Capital and \$2,000,000 in Construction Support for allocation in 2021-22. In June 2020, the project was amended to move up the allocation for the Construction and Right of Way phases to 2020-21 and increase Construction Capital to \$11,556,000 and Construction Support to \$2,248,000 due to some locations where the guardrail had to be replaced with concrete barrier, guardrail that will be extended to protect fixed objects, and to account for the unanticipated amount of aerial deposited lead. In August 2020, the project was amended again to correct the allocation year. In June 2021, the project received a 2-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$10,246,000 in Construction Capital and \$2,199,000 in Construction Support.

In March 2018, the third project (PPNO 5030/EA 32560) was programmed for \$4,915,000 in Construction Capital and \$2,117,000 in Construction Support for allocation in 2020-21. In January 2020, the project was amended to update the postmiles, modify the scope to add a maintenance vehicle pullout and some sign sleeves, and increase Construction Capital to \$5,330,000 to include mobilization. In June 2021, the project received a 2-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$5,098,000 in Construction Capital and \$1,711,000 Construction Support.

The three projects were combined into one contract totaling \$22,718,000 in Construction Capital and \$5,945,000 in Construction Support. In March 2022, the project received a 6-month time extension to award the project. In August 2022, the project received supplemental funds in the amount of \$5,061,200 and was awarded for \$27,779,200 in Construction Capital. In January 2023, construction began with 415 working days. The project has not received any G-12 funds for Construction Support. The remaining funds are currently at \$10,314,000 in Construction Capital and \$2,482,000 in Construction Support. The project is 60 percent complete with no working days remaining. The planned Construction Contract Acceptance (CCA) was scheduled for July 2025. The project will need an additional 235 working days to complete construction and CCA is now anticipated to occur in September 2026. A concurrent project completion time extension for the Construction phase is on this month's Commission agenda.

**REASON FOR COST INCREASE:**

The project realized capital cost increases due to contract change orders (CCOs) that were required for replacement of damaged guardrail, repair of eroded shoulders, relocation of electrical elements, replacement of asphalt dike, and redesign of guardrail terminal systems.

The project proposes to install guardrail at over 200 locations along an approximately 39-mile segment of US 101. After installation and demobilization from these areas, several of the newly installed guardrail have required repairs due to damage by the traveling public. During the installation, several locations had soil erosion along the shoulder that postponed the installation of the vegetation-control mats. The shoulder had to be raised and regraded prior to installation of the mats. In addition, some of the guardrail impacted existing electrical elements resulting in relocation and adjustments to pull boxes, conduit, and light poles. Several guardrail systems terminate at the on and off-ramps. During the installation of the guardrail end treatments at these locations, the systems required redesign due to the curved sections of the ramps as they did not comply with the manufacturer's requirements and Departments safety standards.

During construction, the existing asphalt dike at the California Highway Patrol weigh station was found to be deficient and required replacement for proper drainage. The Department issued a CCO to incorporate this section into the dike replacement work.

The changes brought forth by these CCOs resulted in an additional 305 working days to the schedule. As a result, the anticipated time-related overhead is \$680,000. In addition, the time related delay for the prolonged use of temporary concrete barriers, storm water prevention elements, and jobsite management will result in the need of an additional \$500,000 in capital costs.

These CCOs that were required to complete additional work, the increases to time-related overhead, and prolonged use of related items have resulted in a total need of \$2,300,000 in capital costs.

**CONSEQUENCES:**

If this request for supplemental funds is not approved, the Department will not be able to complete construction to enhance safety of the roadside elements along this segment of US 101. If the construction contract is further delayed, it will likely result in claims by the contractor. To complete construction at a later time, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

**FINANCIAL RESOLUTION:**

Resolved, that \$2,300,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for Construction Capital, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

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

2.5e.(6) Supplemental Funds for Previously Voted Project Resolution FA-25-10

1	\$2,300,000	Department of Transportation VCTC Ventura 07-Ven-101 0.2/40.8	In and near various cities, at various locations, from the Los Angeles County line to Old Pacific Coast Highway. Also, on Route 23, from the Route 23/101 Separation to Hillcrest Drive.	07-6034 SHOPP/2020-21 CONST		
			<u>Outcome/Outputs:</u> Upgrade guardrail, end treatments, and bridge connections, construct concrete barrier, add vegetation control under guardrails, and replace dikes to enhance safety and to reduce the number and severity of injuries. Also, construct access trails and Maintenance Vehicle Pullouts, relocate irrigation facilities, install access gates, railings and breakaway post sleeves, and pave gore, narrow, and slope areas to improve worker safety.	302-0042 SHA 302-0890 FTF 20.20.201.235	\$833,000 \$5,802,000	\$833,000 \$5,802,000
			Total revised amount \$30,079,200.	SHOPP/2017-18 CONST		
			Supplemental funds are needed to complete construction.	802-3290 RMRA 20.20.201.015		\$230,000 \$230,000
			CEQA - CE, 07/26/2019; Re-validation 06/23/2021 NEPA - CE, 07/26/2019; Re-validation 06/23/2021	SHOPP/2020-21 CONST	\$352,000 \$17,268,000	\$352,000 \$17,268,000
				302-0042 SHA 302-0890 FTF 20.20.201.015	\$1,908,800 \$1,615,400	\$1,908,800 \$1,615,400
				SHOPP/2024-25 CONST		
				302-0890 FTF 20.20.201.015 0719000098		\$2,070,000 \$2,070,000
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