

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 16-17, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(16), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT PPNO 6024/EA 39020 – LOS ANGELES COUNTY – STATE ROUTE 47 RESOLUTION FP-25-44**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$700,421,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Bridge Formula Program project on State Route (SR) 47, in Los Angeles County, to award the project?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project is located on SR 47 in the City of Los Angeles, near the Port of Long Beach, at the Vincent Thomas Bridge (No. 53-1471), in Los Angeles County. The project will replace the bridge deck, bridge rails, fences, median barrier, and seismic sensors. This project is utilizing the Construction Manager/General Contractor (CMGC) delivery process.

FUNDING AND PROGRAMMING STATUS:

In January 2023, this project was programmed in the SHOPP for \$628,464,000 in Construction Capital and \$39,840,000 in Construction Support for allocation in Fiscal Year 2025-26. In May 2024, the project was amended to utilize the CMGC delivery method. In March 2024, the project was amended again to change the program code. In March 2025, the project was

further amended to decrease Construction Capital to \$618,589,000 due to a change in the design of the deck replacement and increase Construction Support to \$46,336,000 due to an increase of working days to account for preliminary construction work needed prior to full closure of the bridge, and a robust public information campaign and outreach.

In September 2025, the Agreed-to-Price, Supplemental Work items, Department Furnished Material, and Contingency reflected the need of \$639,085,000 in Construction Capital (3.3 percent over the programmed amount) and \$61,336,000 in Construction Support (32.4 percent over the programmed amount). The Department plans to award the project to the CMGC in December 2025 and begin construction in January 2026. Construction is planned for 4 construction seasons with a duration of 1,190 working days.

REASON FOR COST INCREASE:

The Construction Capital estimate is greater than the programmed amount due to the need to provide robust traffic management elements, additional structural work required during construction, and related roadway work, and higher unit prices based on current market conditions. The Construction Support estimate is greater than the programmed amount due to updates to the Transportation Management Plan (TMP), refinements to the workplan, and an increase in the number of working days for the project.

Capital Cost Increase:

The project proposes to replace the bridge deck, bridge rails, fences, median barrier, and seismic sensors. During the design phase and following a comprehensive structural analysis of the main span, it was determined that the replacement of the steel stringers was necessary to adequately support the precast concrete deck slabs, and identified that temporary bracing would be required for the approach span girders to ensure adequate support during the removal of the existing deck. These modifications, along with the incorporation of the newly designed finger joints, have led to a substantial increase of quantities in structural steel items. Through the development of the TMP with all stakeholders and the communities during the design phase, additional elements such as traffic control officers, tow truck services, cameras for the detour routes, and more portable message signs throughout the freeway network and local streets during the 16-month full bridge closure have been added.

As a result of these refinements and based on updated quantities and unit prices reflecting current market conditions, the capital cost has increased by \$20,496,000.

Support Cost Increase:

The support cost increase is due to the addition of 600 working days (from 590 to 1,190) due to the scope of work that continued to evolve during the Plans, Specifications, and Estimate phase as a result of findings from structural and construction engineering analyses of the bridge. These analyses identified the need for additional temporary bracing at the bridge approaches and the replacement of the main span's stringers, which in turn required additional inspection efforts.

Roadway and structure construction inspection increased by \$9,320,000 due to the revision of the construction staging. The working days increased based on a 7-day work week and reflect the finalized construction staging plans that now include pre-closure, full closure, and post-closure phases. This increase in working days was agreed upon after a comprehensive review of the contractor's detailed schedule which accounted for the restricted nightly closure windows allowed during the pre- and post-full bridge closure periods. In conjunction with the extended construction duration, the level of construction inspection efforts has also increased. Continuous inspection for two shifts of 10 hours per day for 16 months is now required during the full closure and the pre- and post-full bridge closure phase activities that were not anticipated in the original construction support cost estimate developed at the conclusion of the Project Approval and Environmental Document phase, when the current construction support budget was established.

Roadway and structures design support increased by \$1,530,000 as the number of contractor submittals that require review and approval is anticipated to increase. In addition, project management costs increased by \$350,000 primarily due to the extended construction duration, which requires sustained project oversight over a longer period. There is also a greater need for participation in public and elected officials' meetings to provide project updates and respond to stakeholder inquiries. Furthermore, the material and laboratory inspections and testing costs increased by \$1,060,000 due to the additional structural elements that require testing.

Traffic management and stakeholders' coordination costs increased by \$2,240,000 primarily due to the need for dedicated Transportation Management Center staff assigned specifically to the project. The staff will be deployed in three 8-hour shifts to provide continuous traffic monitoring and respond to incidents related to the project. Additionally, one dedicated staff member will be required to work nightly shifts during the pre- and post-full bridge closure phases to ensure real-time traffic operations support during critical periods and coordinate the information for various applications. Moreover, an additional \$500,000 will be needed to support the development and maintenance of a customized function of the statewide QuickMap application during the project life to meet the project stakeholders needs. The customization will include a video feed from various cameras along the detoured routes along with closures updates, project information, and mapping of the detour routes.

The additional work and refinements to the workplan amount to an increase of \$15,000,000 in support costs.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to award the contract to the CMGC to address the critical deficiencies of the existing bridge, which serves two major ports and adjacent underserved Environmental Justice communities. Furthermore, the lack of adequate funding may jeopardize the Department's ability to complete the project on time and reopen the bridge to traffic before the Los Angeles 2028 Olympics, potentially impacting regional mobility, goods movement, and public trust. To address all the deficiencies, the

project will have to be reprogrammed, which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$639,085,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-302-3290 and 2660-302-0890 for Construction Capital, and \$61,336,000 for Construction Support, to provide funds to award this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(16)	Allocation of Project with Construction Cost that Exceeds 20 Percent of the Programmed Amount			Resolution FP-25-44
1 \$700,421,000 Los Angeles 07-LA-47 R0.4/2.1	In the city of Los Angeles, near the Port of Long Beach, at Vincent Thomas Bridge No. 53-1471. <u>Outcome/Outputs:</u> Replace bridge deck and seismic sensors. This is a Construction Manager/General Contractor (CMGC) project.	07-6024 SHOPP/25-26 CON ENG \$46,336,000 CONST \$618,589,000 0722000334 3,4 39020	505-3290 RMRA 001-0890 FTF 20.10.201.116 2024-25 302-3290 RMRA 302-0890 FTF 20.20.201.116	\$7,035,000 <u>\$54,301,000</u> \$61,336,000 \$73,303,000 <u>\$565,782,000</u> \$639,085,000
	<u>Preliminary Engineering</u>			
	<u>Budget</u>	<u>Expended</u>		
	PA&ED \$19,054,000	\$18,909,997		
	PS&E \$30,360,000	\$12,730,496		
	R/W Sup \$1,683,000	\$341,539		

Performance Measure:

Planned: 1.0, Actual: 1.0 Bridge(s)

CEQA - EIR, 09/27/2024

NEPA - FONSI, 09/27/2024

Future consideration of funding approved under Resolution E-24-116; December 2024.

Concurrent addendum for the previously approved future consideration of funding under Resolution E-25-65A; October 2025.

Concurrent Amendment under SHOPP Amendment 24H-015; October 2025

As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 14 months beyond the 36 month deadline.

SB1 Baseline Agreement approval under Resolution SHOPP-P-2425-05B; March 2025.

Performance Measure: Bridge(s)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	352,044.0	352,044.0
Post Condition	Square feet	352,044.0	0.0	0.0	352,044.0