

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(9), Action Item

Prepared By: Ann Fox
District 11 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 1382/EA 43088 – SAN DIEGO COUNTY – STATE ROUTE 78
RESOLUTION FA-25-37**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$800,000 in Capital Outlay Support (COS), for the State Highway Operation and Protection Program (SHOPP) Pavement Preservation project on State Route (SR) 78, 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 78 near Ramona, from west of Haverford Road to east of Magnolia Avenue, in San Diego County. The project will rehabilitate the pavement and drainage systems, replace sign panels, and upgrade pedestrian facilities.

FUNDING AND PROGRAMMING STATUS:

In March 2022, the PS&E phase was programmed for \$1,811,000 in the SHOPP for allocation in Fiscal Year 2023-24. In June 2024, the project was amended to implement updated safety standards and complete biological studies. The project also requested an allocation time extension for the PS&E and Right of Way Support phases. However, the request was deferred to the August 2024 Commission meeting and approved for four months. In August 2024, the project received a PS&E allocation for \$2,111,000. In March 2025, the project was amended

again to revise the existing condition performance to reflect the updated pavement survey. In addition, the project was selected to participate in the Building Information Modeling for Infrastructure (BIM4I) pilot. In February 2026, the project received partial G-12 funds in the amount of \$200,000 for the PS&E phase. The PS&E phase is currently 80 percent complete, with a remaining budget of \$400,000, 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 in May 2026, and complete the remaining PS&E activities by October 2026.

REASON FOR COST INCREASE:

The project realized cost increases due to changes evolving from a traditional design-bid-build to a pilot developing traditional two-dimensional (2-D) plans while only testing the BIM4I technology and ultimately to a pilot developing full three-dimensional (3-D) modeling of this project.

The initial scope of the pilot involved only testing the BIM4I technology, specifically the common data environment with limited 3-D modeling of select design features. By May 2025, the scope was expanded to deliver a robust 3-D model as the legal contract deliverable for the project, replacing the traditional 2-D plans. This change required a substantial amount of resources for the additional work and challenges which include innovative work, training and review, specification development, revised cost estimates, delays, program development, stakeholder coordination and engagement, construction management, and post-RTL support. One of these issues included the model's conflict detection function identifying several locations that the design team was able to address before RTL to minimize contract change orders in the field. Additional resources were required to build the 3-D model and convert the 2-D only elements (e.g., guardrail, dike, electrical, signing, and striping) into 3-D features. Additional effort was spent developing 2-D plans to be used by our partner agencies including utility and environmental stakeholders.

The BIM4I program itself required the creation of new workflows, procedures, processes, risk assessments, specifications, and lessons learned documentation by the project development team. In addition, new workflows are being developed in collaboration with stakeholders, including permitting agencies and utility partners. With the absence of established workflows or methods to provide the model to stakeholders for review, significant time and resources were required to negotiate acceptable review documents, ultimately delaying their reviews. Furthermore, business processes are being established to manage contracts, quality assurance, change orders, requests for information, and project closeout under the 3-D model as a legal document framework. Roles and responsibilities are also being redefined and documented based on a model-based workflow.

There was additional outreach and coordination with the prime, sub, small businesses, and disadvantaged business enterprise contractors to ensure accurate, equitable, competitive bids and reduce potential claims. The project development team anticipates significant resource needs for post-RTL support during transmittal and advertisement, including continued engagement with contractors, two mandatory pre-bid meetings, training guides for bidders,

responding to bidder inquiries, and developing any addenda during the advertisement period. The Department has been committed to delivering this project successfully with a 3-D model as a legal document. The successful delivery of this project will offer benefits for future projects through the newly established processes. Therefore, supplemental funds in the amount of \$800,000 are required to complete the full 3-D model delivery, RTL the project by May 2026, and complete the remaining PS&E activities through contract approval by October 2026.

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 pavement, drainage systems, and roadside elements. To address all of the deficiencies, the project would need to be reprogrammed in a future SHOPP cycle which would lead to a project cost increase.

FINANCIAL RESOLUTION:

Resolved, that \$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.(9) Supplemental Funds for Previously Voted Project Resolution FA-25-37

1	\$800,000	Department of Transportation San Diego 11-SD-78 33.7/37.3	Near Ramona, from west of Haverford Road to east of Magnolia Avenue.					11-1382	SHOPP	PS&E	20.10.201.121	1119000195	1	43088	\$2,311,000	\$800,000
			<u>Outcome/Output:</u> Rehabilitate pavement and drainage systems, replace roadside sign panels, and upgrade facilities to Americans with Disabilities Act (ADA) standards.													
			Supplemental funds are needed to complete PS&E.													
			CEQA - ND, 08/16/2024 NEPA - CE, 06/07/2024													
			Future consideration of funding approved under Resolution E-24-77; August 2024.													