

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(7), Action Item

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District 07 – Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR AWARD OF A PREVIOUSLY  
VOTED PROJECT  
PPNO 6406/EA 3230U – VENTURA COUNTY – STATE ROUTE 1 AND 33  
RESOLUTION FA-25-38**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,389,000 in Construction Capital for the State Highway Operation and Protection Program (SHOPP) Bridge Rail Replacement and Upgrade project on State Route (SR) 1 and SR 33, in Ventura County, to award 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 SR 1 and SR 33, near Mussel Shoals, at Willow Creek Bridge (No. 52-0003), and near Ojai at North Fork Matilija Bridges (No. 52-0044, postmile (PM) 15.82) and (No. 52-0173, PM 16.13), in Ventura County. This project was initially combined with two individual projects under PPNO 5568/EA 2965U. The project will upgrade bridge railings, which was under project PPNO 5008/EA 32300, and paint steel components, which was under project PPNO 4601/EA 29650.

**FUNDING AND PROGRAMMING STATUS:**

This project is a combination of two projects that were initially programmed separately. In April 2016, the first project (PPNO 4601/EA 29650) was programmed for \$2,530,000 in Construction Capital and \$1,420,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2019-20. In December 2017, the project was amended to move out allocation of the Construction phase to 2020-21 and increase Construction Capital to \$2,657,000 and Construction Support to \$2,000,000. In June 2020, the project was amended again to increase Construction Capital to \$6,789,000 due to necessary seismic retrofitting and bridge deck repairs discovered during the design phase and Construction Support to \$2,763,000 due to inspection requirements and more working days. In June 2021, the project received an allocation time extension for six months for the Construction phase. In December 2021, the project was allocated for \$3,146,000 in Construction Capital and \$3,261,000 in Construction Support.

In October 2017, the second project (PPNO 5008/EA 32300) was programmed for \$660,000 in Construction Capital and \$620,000 in Construction Support in the SHOPP for allocation in 2021-22. In June 2020, the project was amended to move up allocation of the Construction phase to 2020-21 to combine the project with PPNO 4601/EA 29650 for construction. In June 2021, the project received an allocation time extension for six months for the Construction phase. In December 2021, the project was allocated for \$334,000 in Construction Capital and \$620,000 in Construction Support.

The combined project had a total allocation of \$3,480,000 in Construction Capital and \$3,881,000 in Construction Support under PPNO 6406/EA 2965U. In August 2022, the project was awarded for \$4,400,000 in Construction Capital after receiving \$920,000 in supplemental funds. In August 2023, the contract was terminated as severe storms from the winter of 2022-23 caused extensive damage to the roadway, making the project sites inaccessible until the debris was cleared and the roadway was repaired.

In January 2025, the combined project was reprogrammed under PPNO 6406/EA 3230U for \$6,094,000 in Construction Capital and \$3,815,000 in Construction Support for allocation in 2024-25. In June 2025, the project received an allocation time extension for 2 months for the Construction phase. In August 2025, the project was allocated for \$6,094,000 in Construction Capital and \$3,815,000 in Construction Support with an additional 11 months to complete construction. Bids were opened in December 2025, and the amount required to award to the lowest bidder exceeded the amount available from the allocated project and G-12 funds. Therefore, the Department is requesting supplemental funds in the amount of \$1,389,000 to award the construction contract. A concurrent award time extension for the Construction phase is on this month's Commission agenda.

**REASON FOR COST INCREASE:**

In November 2025, the Department advertised the contract and held bid opening in December 2025. The contract received one bid, which is 25.0 percent above the Engineer's Estimate (EE) of the bid items.

The cost increases on this project are largely attributed to the temporary creek diversion system, structural concrete, bridge removal, structure excavation, sanitary sewer force main, concrete barrier, job site management, and clean structural steel bid items. This project faced a limited bid environment due to the remote locations of the project. The EE accounted for the remoteness. However, the cost increases were associated with the remoteness of the project above what was anticipated and the on-going projects being conducted in the same area. This project is also restrained by strict seasonal construction windows due to permit requirements from the California Coastal Commission and Department of Fish and Wildlife, among other entities. The major unit price differences, between the EE and responsive bid, are related to the following bid items:

- Temporary Creek Diversion System - 430 percent higher (\$300,000)
- Structural Concrete, Bridge items - 80 percent higher (\$295,000)
- Bridge Removal (Portion) - 95 percent higher (\$210,000)
- Structure Excavation - 480 percent higher (\$156,000)
- 4-inch Sanitary Sewer Force Main - 135 percent higher (\$137,000)
- Concrete Barrier (Type 842 Modified) - 60 percent higher (\$111,000)
- Job Site Management - 505 percent higher (\$101,000)
- Clean Structural Steel (Existing Bridge) - 100 percent higher (\$101,000)

In aggregate, these items amount to an increase of \$1,411,000 over the EE. The total request includes minor adjustments to other unit bid prices, supplemental work, Department furnished materials, and contingency.

The Department has determined that this request for supplemental funds is in the best interest of the State to be able to award this project to the lowest responsive bidder, avoid delays in implementing this important bridge rail replacement and upgrade project and add any extra costs to the Department if the project has to be repackaged and/or re-advertised. The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative.

### **CONSEQUENCES:**

If this request for supplemental funds is not approved, the Department will not be able to address critical deficiencies of the existing bridges. To address all of the critical deficiencies, the project will be delayed and reprogrammed in a future SHOPP cycle, at a possible higher project cost.

**FINANCIAL RESOLUTION:**

Resolved, that \$1,389,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-302-3290 for Construction Capital, to provide funds to award the construction contract of 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	Additional	Additional	Additional
RTPA/CTC	Project Support Expenditures	Item #	Amount by	Amount by	Amount by
County		Fund Type	Fund Type	Fund Type	Fund Type
Dist-Co-Rte		Program Codes	Current Amount	Current Amount	Current Amount
Postmile		Project ID	by Fund Type	by Fund Type	by Fund Type
		Adv Phase			
		EA			

**2.5e.(7) Supplemental Funds for Previously Voted Project Resolution FA-25-38**

1	Near Mussel Shoals, at Willow Creek Bridge No. 52-0003; also near Ojai, on Route 33 at North Fork Matilija Bridges No. 52-0044 (PM 15.82) and No. 52-0173 (PM 16.13).	07-6406			
\$1,389,000		SHOPP/2024-25			
		CONST			
Department of Transportation	<u>Outcome/Outputs:</u> Upgrade bridge railings to meet current standards and paint steel components of Bridge No. 52-0173.	302-3290 RMRA	\$6,094,000	\$1,389,000	\$7,483,000
VCTC		20.20.201.112			
Ventura	Total revised amount \$7,483,000.	0724000254			
07-Ven-1		4			
28.2	Supplemental funds are needed to award.	3230U			
	CEQA - MND, 08/08/2019; Re-validation 01/29/2025				
	NEPA - CE, 10/01/2024; Re-validation 01/29/2025				
	EA 32300/PPNO 5008 combined with EA 29650/PPNO 4601 for reprogramming under EA 3230U/PPNO 6406.				
	<u>EA 32300/PPNO 5008:</u>				
	CEQA - CE, 10/1/2024; Re-validation 1/29/2025				
	NEPA - CE, 10/1/2024; Re-validation 1/29/2025				
	<u>EA 29650/PPNO 4601:</u>				
	CEQA - MND, 8/8/2019; Re-validation 1/29/2025				
	NEPA - CE, 10/1/2024; Re-validation 1/29/2025				
	Future consideration of funding approved under Resolution E-19-96; December 2019.				
	As part of the initial allocation, the Department requested to extend the completion of CONST and CON ENG an additional 11 months beyond the 36-month deadline.				
	As part of this request, the Department is requesting to extend the period of contract award an additional 4 months beyond the 6-month deadline.				