

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(1), Action Item

Prepared By: David Ambuehl
District 04 – Director (Acting)

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 2926F/EA 1X240 – SAN MATEO COUNTY –
UNITED STATES HIGHWAY 101
RESOLUTION FA-25-39**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,800,000 in Construction Capital and \$900,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Major Damage (Permanent Restoration) project on United States Highway (US) 101, in San Mateo 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, in the City of Redwood City, at the Redwood Creek Bridge (No. 35-0145), in San Mateo County. The project is repairing damaged bridge columns, abutment, bent cap, and soffit; and mitigating scour. This project is a Director's Order which is utilizing the emergency force account contract method.

FUNDING AND PROGRAMMING STATUS:

In May 2024, this project was programmed and allocated for \$1,381,000 in Construction Capital and \$415,000 in Construction Support in the SHOPP in Fiscal Year 2023-24. In June 2024, the project was awarded for \$1,381,000 in Construction Capital. In July 2024, construction began with 40 working days. The project is 40 percent complete with 20 working days remaining. The

remaining funds are currently \$14,500 in Construction Capital and \$127,000 in Construction Support. The planned Construction Contract Acceptance is scheduled for March 2027.

REASON FOR COST INCREASE:

The project realized capital and support cost increases due to the repair work that was found to require environmental permitting. The scope of work has been expanded to meet the permit requirements and additional working days will be required to perform permit-related work.

Capital Cost Increase:

At the time of developing the Engineer's Estimate, the repairs were assumed to require less environmental protective measures. However, in October 2024, after further coordination during parallel environmental review and design development, the need for additional measures were found to be required. Dewatering the work area is necessary to allow safe in-channel repairs during the limited dry-season window between June 15 and October 15. This requires a temporary creek diversion system (TCDS), which consists of inflatable cofferdams, culverts for passive bypass flows, and a Baker tank for water collection, treatment, and controlled discharge. The installation, operation, maintenance, and removal of the TCDS is a major portion of the capital cost increase.

In addition, to meet water quality requirements, the project's scope is expanded to include various avoidance and minimization measures. This includes strict equipment access and staging restrictions, temporary wooden mats to alleviate disturbance to marsh vegetation, inclement weather work restrictions, and aquatic species rescue and relocation. Furthermore, ongoing biological monitoring during TCDS deployment and dewatering, specialized water testing, offsite disposal of water that does not meet regulatory standards, and a comprehensive debris containment plan for sandblasting and concrete repair activities will be required. These activities require qualified personnel and specialized equipment.

Temporarily affected marsh vegetation and surrounding areas will need to be restored to pre-construction conditions or better. These environmental commitments, which include re-vegetation with site-appropriate native species, permanent erosion control measures, and vegetation monitoring, will be implemented in accordance with Department policy and requirements by the environmental permitting and resource agencies.

Overall, the additional capital costs required to complete the permit-related work amount to an increase of \$1,800,000.

Support Cost Increase:

The support cost increase is due to an additional 125 working days which will be required to comply with environmental permitting and resource agency requirements beyond the originally approved bridge repair scope. Biological monitoring is required before, during, and after dewatering to protect aquatic species and maintain water quality during in-channel work, as well as being in compliance throughout the installation, operation, and removal of the TCDS. Additional support costs are also required for inspection of site restoration activities, including

revegetation, erosion control, and post-construction monitoring to restore the marsh and surrounding areas to pre-construction conditions or better. Furthermore, the permitting process and implementation of avoidance and minimization measures will require extensive coordination, meetings, and ongoing communication among internal teams and external stakeholders.

The additional support resources for administrative and inspection of the work to address the permitting requirements, amount to an increase of \$900,000 in support costs.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the additional scope of work to meet permit requirements and will be delayed by a construction season. If the construction contract is further delayed, it will likely result in claims by the contractor. To complete all of the work, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$1,800,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-302-3290 for Construction Capital, and \$900,000 for Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

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

2.5e.(1)	Supplemental Funds for Previously Voted Project			Resolution FA-25-39
1	In Redwood City, at Redwood Creek Bridge No. 35-0145.	04-2926F		
\$2,700,000		SHOPP		
Department of Transportation	<u>Outcome/Outputs</u> : Repair damaged bridge columns, abutment, bent cap and soffit, and mitigate local scour. This project will utilize the Emergency Force Account contract method.	CON ENG		
MTC	Total revised amount \$4,496,000.	001-0042 SHA	\$415,000	\$415,000
San Mateo		20.10.201.131		
04-SM-101	Supplemental funds are needed to complete construction.	SHOPP		
6.2		CON ENG		
		505-3290 RMRA		\$900,000
		20.10.201.131		\$900,000
		SHOPP/2023-24		
		CONST		
		302-0042 SHA	\$1,381,000	\$1,381,000
		20.20.201.131		
		SHOPP/2024-25		
		CONST		
		302-3290 RMRA		\$1,800,000
		20.20.201.131		\$1,800,000
		0424000287		
		3,4		
		1X240		