

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(3), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 5834/EA 1XW10 – VENTURA COUNTY – STATE ROUTE 126
RESOLUTION FA-25-48**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$905,000 in Construction Capital and \$450,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Major Damage (Permanent Restoration) project on State Route (SR) 126, 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 SR 126, in the City of Fillmore, at the Fillmore Maintenance Station (Facility), at 1261 Ventura Street, in Ventura County. The project is restoring damaged facilities by reconstructing a storage building, mechanic workshop, wash rack, and fuel island; repairing fuel tanks and associated components; and relocating various utilities that include electrical and sewage systems. This project is a Director's Order which is utilizing the emergency limited bid contract method.

FUNDING AND PROGRAMMING STATUS:

In January 2021, the project was initially awarded under PPNO 5747/EA 1XT90 for \$2,200,000 in Construction Capital, and construction began with 90 working days. In March 2021, the project was allocated for \$2,200,000 in Construction Capital and \$700,000 in Construction

Support. In May 2021, the project was programmed under Major Damage (Emergency Restoration) for \$2,200,000 in Construction Capital and \$700,000 in Construction Support in the SHOPP in Fiscal Year 2020-21. In January 2022, the contract was terminated due to the passing of the contractor.

In January 2024, this project was reprogrammed (under Major Damage (Permanent Restoration)), allocated, and awarded again under PPNO 5834/EA 1XW10 for \$3,900,000 in Construction Capital and \$900,000 in Construction Support in the SHOPP in 2023-24. In April 2024, construction began with 120 working days. The project is 60 percent complete with 30 working days remaining. The remaining funds are currently \$324,000 in Construction Capital and \$90,000 in Construction Support. The planned Construction Contract Acceptance is scheduled for January 2027.

REASON FOR COST INCREASE:

The project realized capital and support cost increases due to several modifications that were required to meet the minimum requirements to restore functionality and comply with the State Fire Marshal (SFM).

Capital Cost Increase:

In April 2024, construction began on reconstructing a storage building, mechanic workshop, wash rack, and fuel island that were damaged by a storm. By August 2025, several modifications were identified to be required to repair the Facility including replacing the fuel tanks, adding a ramp next to and railing around the dock of the storage building, upgrading the gas line connection, supplying various shop equipment, paving around the wash rack and mechanic workshop, and relocation of the front gate.

The original scope called for repairing the damaged fuel tanks and associated components. Due to the age and condition of the tanks, it was determined that the cost of repair was high and replacing the tanks would cost less. The fuel tanks replacement work also necessitated an upgrade of the associated electrical components.

The original design for the reconstruction of the storage building did not include the addition of a ramp next to and railing around the dock. Following the plans review by the SFM, safety concerns were raised that required the installation of the ramp and railing.

The original utility relocation work did not include an upgrade of the gas line connection because the existing gas system was anticipated to be in good condition and compliant with applicable standards. During construction, it was discovered that the aged infrastructure required replacement as part of the restoration efforts.

During construction, it was further discovered that certain required elements were not included in the plans and in the original budget. The critical items of the mechanic workshop include furnishing desks, shelves, and storage cabinets in the office and the storage room of the workshop to meet maintenance operational needs. Vehicle lifts are needed in the mechanic bay along with equipment for waste oil recovery and storage.

In the original scope, the reconstruction of the mechanic workshop and wash rack was planned to occur within the existing footprint. Therefore, paving requirements around the wash rack and mechanic workshop were not identified in the scope of work. During construction, it was discovered that there is need to separate the workshop and wash rack structures to meet operational capacity requirements. This change resulted in the need to pave the area around the two buildings.

Finally, due to the turning radius and length of the Maintenance fleet, the front gate requires relocation and upgrade to improve operational access.

Overall, the additional capital costs required to complete the modifications that are required to bring the Facility up to current standards amount to an increase of \$905,000.

Support Cost Increase:

The support cost increase is due to an additional 180 working days which will be required to incorporate the modifications mentioned above and complete the remaining work. Additional support costs are required for the inspection of the work. The resources will amount to an increase of \$450,000 in support costs.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete construction and bring the Facility up to current standards. Consequently, the ability to maintain and improve existing transportation infrastructure and operations will be compromised. 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 \$905,000 be allocated from the Non-Budget Act Item 2660-802-3290 for Construction Capital, and \$450,000 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 Program | State | State |
|-------------------|------------------------------|---------------|----------------|-----------|
| Allocation Amount | Location | Funding Year | Federal | Federal |
| Recipient | Project Description | Item # | Additional | Revised |
| RTPA/CTC | Project Support Expenditures | Fund Type | Amount by | Amount by |
| County | | Program Codes | Fund Type | Fund Type |
| Dist-Co-Rte | | Project ID | Current Amount | |
| Postmile | | Adv Phase | by Fund Type | |
| | | EA | | |

| 2.5e.(3) | Supplemental Funds for Previously Voted Project | | | Resolution FA-25-48 |
|------------------------------|---|--------------------------------|-------------|---------------------|
| 1 | In Fillmore, at the Fillmore Maintenance Station at 1261 Ventura Street. | 07-5834 SHOPP CON ENG | | |
| \$1,355,000 | | 001-0042 SHA 20.10.201.131 | \$900,000 | \$900,000 |
| Department of Transportation | <u>Outcome/Outputs:</u> Restore damaged facilities by reconstructing a storage building, work shop, wash rack, and fuel island. | | | |
| VCTC | Total revised amount \$6,155,000. | SHOPP CON ENG | | |
| Ventura | | 505-3290 RMRA 20.10.201.131 | \$450,000 | \$450,000 |
| 07-Ven-126 | Supplemental funds are needed to complete construction. | | | |
| 20.3 | | SHOPP/2023-24 CONST | | |
| | CEQA - N/A | 302-0042 SHA 20.20.201.131 | \$3,900,000 | \$3,900,000 |
| | NEPA - N/A | | | |
| | | SHOPP/2017-18 CONST | | |
| | | 802-3290 RMRA 20.20.201.131 | \$905,000 | \$905,000 |
| | | 0723000028 3,4 1XW10 | | |