

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

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

Prepared By: Gloria Roberts  
District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE  
PPNO 4961/EA 31780 – VENTURA COUNTY – STATE ROUTES 1 AND 34  
RESOLUTION TCEP-A-2526-33S**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$15,000,000 in Construction Capital for the locally-administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Rice Avenue & Fifth Street Grade Separation Project on State Route (SR) 1 and SR 34, in Ventura County, to complete the construction contract?

### **RECOMMENDATION:**

The Department recommends that the Commission approve the requested supplemental funds allocation for this locally-administered SB 1 TCEP project.

### **PROJECT DESCRIPTION:**

This project is located on SR 1 and SR 34, in the City of Oxnard (City), at the intersection of Rice Avenue/SR 1 and Fifth Street/SR 34, in Ventura County. The project is constructing a grade separation structure to elevate Rice Avenue/SR 1 over Fifth Street/SR 34 and the Union Pacific Railroad track to eliminate the existing at grade railroad crossing. It is also constructing a connector ramp in the southeast quadrant of the intersection.

### **FUNDING AND PROGRAMMING STATUS:**

In May 2018, this project was programmed for \$56,200,000 in Construction Capital from the TCEP State for allocation in Fiscal Year 2019-20. In December 2019, the programmed amount was increased to \$75,900,000 in Construction Capital and moved allocation out to 2022-23. In May 2023, the project received a 12-month allocation time extension for the Construction

phase. In May 2024, the project was allocated for \$75,900,000 in Construction Capital with an additional 27 months to complete the Construction phase. The additional time was requested to allow for extended coordination efforts with others to complete utility, railroad, and environmental permitting work. In addition, there were contributions in the amount of \$20,000,000 in Construction Capital from other sources. In October 2024, the contract was awarded for a total of \$81,523,000 in Construction Capital with \$5,000,000 in Section 190 Grade Separation Program (GSP) funds. The overall project cost is \$95,900,000 in Construction Capital. In March 2025, construction began with 780 working days. The project is 30 percent complete with 585 working days remaining. The remaining funds are currently \$55,254,000 in Construction Capital. The planned Construction Contract Acceptance is scheduled for January 2030.

**REASON FOR COST INCREASE:**

This request for supplemental funds is needed to replace the previously programmed Port and Freight Infrastructure Program (PFIP) funds that were initially available for allocation in 2025-26. These funds are no longer available and will be replaced with TCEP State funding based on the recommendation from the California State Transportation Agency (CalSTA).

At the time when the TCEP State funds were allocated, there were contributions in the amount of \$5,000,000 from the Section 190 GSP and \$15,000,000 from the PFIP. The PFIP funds would be programmed for allocation in 2025-26. The City requested non-proportional spending of the TCEP State funds until the PFIP funding became available. However, if PFIP funds were not available for allocation, a supplemental funds allocation would be requested from future TCEP State funds.

In March 2025, CalSTA provided the City with a letter programming the PFIP funds in 2025-26. However, the PFIP funds were rescinded as they were utilized for other high priority grade separation projects. CalSTA identified replacement funding to maintain the previously committed funds.

**CONSEQUENCES:**

If this request for supplemental funds is not approved, the City will not be able to complete the full scope of work to address the safety concerns at the existing at grade railroad crossing. If the construction contract is delayed, it will likely result in claims by the contractor. To complete some of the remaining work, another project will have to be programmed in a future SB 1 TCEP cycle at a possible higher project cost.

**FINANCIAL RESOLUTION:**

Resolved, that \$15,000,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-301-3291 for Construction Capital, to provide funds to complete the Construction phase for this locally-administered TCEP 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	Amount by
Postmile		Project ID	by Fund Type	Fund Type
		Adv Phase		
		EA		

**2.5s.(7) Supplemental Allocation - Locally-Administered SB 1 TCEP Project On the State Highway System Resolution TCEP-A-2526-33S**

1	<b>Rice Avenue &amp; Fifth Street Grade Separation Project.</b> In the City of Oxnard at the Rice Avenue (State Route 1)/Fifth Street (State Route 34) intersection. Construct grade separation structure to elevate Rice Avenue/State Route 1 (SR 1) over State Route 34 (SR 34) and the UPRR track to eliminate the existing at-grade railroad crossing. The project also includes the construction of a connector ramp, in the southeast quadrant of the Rice Avenue/SR 1 grade separation, to provide access between Rice Avenue/SR 1 and Fifth Street/SR 34.	07-4961 TCEP-S/2021-22 CONST	\$75,900,000	\$75,900,000
\$15,000,000		301-3291 TCEA 20.20.723.100		
City of Oxnard		TCEP-S/2024-25 CONST		
VCTC		301-3291 TCEA	\$15,000,000	\$15,000,000
Ventura		20.20.723.100		
07-Ven-34		0715000274		
6.3/6.8		4CONL		
		31780		

Outputs	Unit	Total
Bicycle lane mile(s)	Miles	1.4
At-Grade crossing(s) eliminated	Each	1
Local road operational improvement(s)	Each	1
Sidewalk mile(s)	Miles	1.65

Total revised amount \$90,900,000.

Supplemental funds are needed to complete construction.

CEQA - EIR, 05/16/2018; Re-validation 11/07/2023  
NEPA - FONSI, 05/16/2018; Re-validation 11/07/2023

Future consideration of funding approved under Resolution E-23-97; June 2023.

As part of the initial allocation, the local agency requested to extend the completion of CONST an additional 27 months beyond the 36-month deadline.