

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

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

Prepared By: Matthew Brady
District 01 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE**
PPNO 2363/EA 0C500 – HUMBOLDT COUNTY – STATE ROUTE 36
RESOLUTION FA-26-02

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,470,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Rail Replacement and Upgrade project on State Route (SR) 36, in Humboldt 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 along SR 36, near Bridgeville, at the Hely Creek Bridge (No. 04-0092), Little Larabee Creek Bridge (No. 04-0102, PM 25.3), and Butte Creek Bridge (No. 04-0116), in Humboldt County. The project is widening the bridge and upgrading the railing at one location, and replacing the bridge at the other two locations.

FUNDING AND PROGRAMMING STATUS:

In March 2016, the project was programmed in the SHOPP for allocation of the Construction phase in Fiscal Year 2018-19. In August 2016, the project was amended to enter the non-programmed amounts for the Construction phase, \$14,689,000 for Construction Capital and \$4,325,000 for Construction Support. In March 2018, the project was amended again to move out the allocation of the Construction and Right of Way (RW) Capital phases to 2019-20

and increase Construction Capital to \$15,356,000 due to change in scope from widening and upgrading the railing at three bridges to only one bridge and replacing the other two bridges. In June 2018, the project was further amended to move out the allocation of the Construction and RW Capital phases to 2019-20 due to additional time needed to address significant cultural resources that were identified while conducting environmental studies at all three bridges, and increase Construction Capital to \$16,001,000. In June 2022, the project received a 2-month allocation time extension for the Construction phase. In August 2022, the project was amended a fourth time to fully program the previously unfunded Construction phase, and decreased Construction Capital to \$15,029,000 and Construction Support to \$3,932,000 to split out the environmental mitigation work into a child project (PPNO 2363M/ EA 0C501). The project was also allocated for \$17,811,000 in Construction Capital and \$4,639,000 in Construction Support with an additional four months to complete construction. In March 2023, the project was awarded for \$16,830,600 in Construction Capital. In July 2023, construction began with 420 working days. In May 2026, the project received a 20-month completion time extension for the Construction phase. The project has not received any G-12 funds for the Construction phase. The remaining funds are currently at \$6,694,000 in Construction Capital and \$601,000 in Construction Support. The project is approximately 65 percent complete with approximately 130 working days remaining. However, the project will need an additional 40 working days to complete construction. The planned Construction Contract Acceptance is scheduled for March 2028.

REASON FOR COST INCREASE:

The project realized support cost increases due to weather related work stoppage and permit delays as a result of regulatory and environmental constraints which were above what was anticipated.

SR 36 has experienced several significant storm damage projects over the last three consecutive winters with multiple extensive full closures, which remains an ongoing impact to logistics and access for delivery of materials and equipment. In addition, the winter rains have created storm damage of various magnitudes at all three bridge sites on this project. Full closures of over a month in duration over the last two consecutive work seasons, along with the limitations of the sole lengthy detour, have limited the progress of work on all three bridges and resulted in delays to the construction schedule. Furthermore, winter storm damage of a stream diversion system at one site, and a subsequent stop-work order by the California Department of Fish and Wildlife (CDFW), left the site vulnerable to bank erosion. Additional erosion occurred which created additional delays and increased costs. Given the storm damage, an unanticipated detour was required. The project site is remote with limited options and resulted in the need for longer work hours and inspection resources. Extensive storm damage across the District has limited the Department inspector's availability. The use of consultant inspectors, given the limited availability of Department inspectors, has added to the increased burn rate of support resources.

The initial permits that were obtained for the project, which only provided for two in-water work seasons, were found to be significantly underestimated and insufficient in relation to the allowed durations for active work. Given the scope of work for all three bridges and the differing site conditions encountered due to impacts from ongoing storm damage, an additional in-water work season was found to be necessary to complete all of the work. In addition, site inspections from the resource agencies resulted in adjustments to and additional limitations on the allowable work and site access, which also impacted the number of in-water work seasons for the project. Federal government structural and staffing changes within the regulatory permitting agencies significantly increased the amount of time needed for re-consultation of the necessary permits, which resulted in additional delays to the construction schedule. The extensive re-consultation effort specifically with the CDFW and National Marine Fisheries Service (NMFS), and their timeline for approving and providing amended permits to allow the necessary additional in-water construction seasons, further delayed progress on the project.

At the start of the 2025 work season, the project was further delayed by numerous requests and demands from the North Coast Regional Water Quality Control Board, CDFW, and NMFS for extensive information, studies, and data regarding potential environmental impacts, prior to allowing any work at any of the three sites to occur. This prohibited installation of a critical clear water diversion system, which effectively resulted in the loss of a full construction season for work at one of the bridge sites.

Therefore, the project will need an additional \$2,470,000 in support costs to complete inspection of the remaining work, obtain full compliance with all of the Construction General Permit mandates, and close out the project. The project will also need an additional 40 working days to complete construction.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete inspection of the remaining work to address all of the critical deficiencies of the existing bridges along SR 36. If the construction contract is further delayed, it will likely result in claims by the contractor. To complete construction at a later time, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$2,470,000 be allocated for Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

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

2.5e.(1)**Supplemental Funds for Previously Voted Project****Resolution FA-26-02**

1	Near Bridgeville, at Hely Creek Bridge No. 04-0092, Little Larabee Creek Bridge No. 04-0102 (PM 25.3), and Butte Creek Bridge No. 04-0116.	01-2363 SHOPP CON ENG			
\$2,470,000		505-3290 RMRA	\$532,100	\$283,000	\$815,100
Department of Transportation	<u>Outcome/Outputs:</u> Upgrade bridge rails and widen at one bridge, and replace two bridges.	001-0890 FTF	\$4,106,900	\$2,187,000	\$6,293,900
HCAOG		20.10.201.112			
Humboldt	Total revised amount \$7,109,000.	0112000292			
01-Hum-36		3			
11.3/34.6	Supplemental funds are needed to complete construction.	0C500			
	CEQA - MND, 06/10/2021; Re-validation 06/24/2022				
	NEPA - CE, 06/10/2021; Re-validation 06/24/2022				
	Future consideration of funding approved under Resolution E-21-72; August 2021.				
	As part of the initial allocation, the Department requested to extend the completion of CONST and CON ENG an additional 4 months beyond the 36-month deadline.				
	Twenty month project completion time extension for CONST and CON ENG approved under Waiver 26-53; May 2026.				