

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(5), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 6034/EA 3311U – VENTURA COUNTY – UNITED STATES HIGHWAY 101
AND STATE ROUTE 23
RESOLUTION FA-26-05**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$720,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Collision Severity Reduction and Roadside Safety Improvements project on United States Highway 101 (US 101) and State Route (SR) 23, 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 US 101 and SR 23 at various locations, from the Los Angeles County line to the Old Pacific Coast Highway and from the SR 23/US 101 separation to Hillcrest Drive, in Ventura County. The project will upgrade guardrail, end treatments, and bridge connections; add vegetation control, install concrete barrier and access gates, replace dikes, construct access trails and maintenance vehicle pullouts, relocate irrigation facilities, and pave gore, narrow, and slope areas.

FUNDING AND PROGRAMMING STATUS:

This project is a combination of three projects that were programmed in the SHOPP separately. In March 2018, the first project (PPNO 5082/EA 33110) was programmed for \$9,776,000 in

Construction Capital and \$1,750,000 in Construction Support for allocation in Fiscal Year 2021-22. In May 2020, the project was amended to move up the allocation for the Construction and Right of Way (RW) phases to 2020-21 and increase Construction Capital to \$10,171,000 and Construction Support to \$2,413,000 due to some locations where the guardrail had to be replaced with concrete barrier and guardrail that will be extended to protect fixed objects. In June 2021, the project received a 2-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$7,374,000 in Construction Capital and \$2,035,000 in Construction Support.

In March 2018, the second project (PPNO 5231/EA 33900) was programmed for \$6,470,000 in Construction Capital and \$2,000,000 in Construction Support for allocation in 2021-22. In June 2020, the project was amended to move up the allocation for the Construction and RW phases to 2020-21 and increase Construction Capital to \$11,556,000 and Construction Support to \$2,248,000 due to some locations where the guardrail had to be replaced with concrete barrier, guardrail that will be extended to protect fixed objects, and to account for the unanticipated amount of aerial deposited lead. In August 2020, the project was amended again to correct the allocation year. In June 2021, the project received a 2-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$10,246,000 in Construction Capital and \$2,199,000 in Construction Support.

In March 2018, the third project (PPNO 5030/EA 32560) was programmed for \$4,915,000 in Construction Capital and \$2,117,000 in Construction Support for allocation in 2020-21. In January 2020, the project was amended to update the postmiles, modify the scope to add a maintenance vehicle pullout and some sign sleeves, and increase Construction Capital to \$5,330,000 to include mobilization. In June 2021, the project received a 2-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$5,098,000 in Construction Capital and \$1,711,000 in Construction Support.

The three projects were combined into one contract totaling \$22,718,000 in Construction Capital and \$5,945,000 in Construction Support. In March 2022, the project received a 6-month time extension to award the project. In August 2022, the project received supplemental funds in the amount of \$5,061,200 in Construction Capital and was awarded for \$27,779,200. In January 2023, construction began with 415 working days. In August 2025, the project received supplemental funds in the amount of \$2,300,000 in Construction Capital. The project also received a 13-month completion time extension for the Construction phase. In February 2026, the project received partial G-12 funds in the amount of \$650,000 in Construction Support. The remaining funds are currently at \$4,812,000 in Construction Capital and \$350,000 in Construction Support. The project is 90 percent complete with 85 working days remaining. The planned Construction Contract Acceptance (CCA) was scheduled for September 2026. However, the project will need an additional 40 working days to complete construction and CCA is now anticipated to occur in November 2026. A concurrent project completion time extension amendment for the Construction phase is on this month's Commission agenda.

REASON FOR COST INCREASE:

The project realized support cost increases due to additional resources that are needed as a result of unanticipated work which extended the duration of the project. Additional contract change orders were required for replacement of damaged guardrail, repair of eroded shoulders, replacement of asphalt dike, and redesign of guardrail terminal systems.

The project is installing guardrail at 229 locations along an approximately 39-mile segment of US 101. During construction, numerous responses were required to address requests for information that were submitted by the contractor. The requests consisted of differing site conditions, existing utilities that were in conflict with guardrail, and encountering buried objects.

After installation of the guardrail and demobilization from these areas, several of the newly installed guardrail have required repairs due to damage by the traveling public. In addition, during the installation of the vegetation-control mats, several locations had soil erosion along the shoulder that postponed the installation of the mats. The shoulder had to be restored and regraded prior to installation of the mats. Furthermore, several guardrail systems terminate at the on and off-ramps. During the installation of the guardrail end treatments at these locations, the systems required redesign due to the curved sections of the ramps as they did not comply with the manufacturer's requirements and Department's safety standards.

During the winter of 2026, storms delayed slope paving operations and asphalt dike work, and caused slope washouts that were required to be restored. In addition, differing site conditions were encountered during these operations which consisted of large boulders and existing irrigation systems that had to be mitigated.

In February 2026, G-12 funds were secured to complete the unanticipated work mentioned above and close out the project. However, as construction progressed through March and April, additional locations of newly installed guardrail were identified to be either damaged by the traveling public or impacted by slope erosion. In addition, further responses were required to address requests for information that were submitted by the contractor. The requests consisted of differing site conditions that included conflicts with utilities, encountering buried objects, and leaking irrigation lines. Additional resources are required to address the differing site conditions. As of the middle of July, work at 179 of the 229 locations has been completed, work at 49 of the locations is currently in progress, and work at the remaining location has not begun. The changes brought forth by the unanticipated work have resulted in the need for an additional 40 working days to the construction schedule.

With the unanticipated work that further extended the duration of the project, it will exceed the G-12 funds that were approved in February 2026. Therefore, the project will need an additional \$720,000 in support costs to administer the completion of the contract.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete construction to enhance safety of the roadside elements along this segment of

US 101 and SR 23. 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 \$720,000 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			
RTPA/CTC		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.(5)**Supplemental Funds for Previously Voted Project****Resolution FA-26-05**

1	In and near various cities, at various locations, from the Los Angeles County line to Old Pacific Coast Highway. Also, on Route 23, from the Route 23/101 Separation to Hillcrest Drive.	07-6034 SHOPP CON ENG			
\$720,000		001-0042 SHA	\$209,900		\$209,900
Department of Transportation	<u>Outcome/Outputs:</u> Upgrade guardrail, end treatments, and bridge connections, construct concrete barrier, add vegetation control under guardrails, and replace dikes to enhance safety and to reduce the number and severity of injuries. Also, construct access trails and Maintenance Vehicle Pullouts, relocate irrigation facilities, install access gates, railings and breakaway post sleeves, and pave gore, narrow, and slope areas to improve worker safety.	001-0890 FTF	\$1,619,600		\$1,619,600
VCTC		20.10.201.235			
Ventura		SHOPP			
07-Ven-101		CON ENG			
0.2/40.8		001-0042 SHA	\$476,600		\$476,600
		001-0890 FTF	\$4,288,900		\$4,288,900
		20.10.201.015			
	Total revised amount \$7,315,000.	SHOPP			
		CON ENG			
	Supplemental funds are needed to complete construction.	505-3290 RMRA		\$72,000	\$72,000
	CEQA - CE, 07/26/2019; Re-validation 06/23/2021	001-0890 FTF		\$648,000	\$648,000
	NEPA - CE, 07/26/2019; Re-validation 06/23/2021	20.10.201.015			
		0719000098			
		3			
	Thirteen month project completion time extension for CONST and CON ENG approved under Waiver 25-152; August 2025.	3311U			
	As part of this request, the Department is requesting to extend the period of project completion an additional 2 months, for a total of 15 months.				