

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8a.(6), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR
LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM
(FORMULAIC) PROJECTS, OFF THE STATE HIGHWAY SYSTEM, PER LPP
(FORMULAIC) GUIDELINES
WAIVER 25-107**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for two locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission extend the period of project allocation for two locally-administered SB 1 LPP (Formulaic) projects, for the time periods as identified in the attachment.

BACKGROUND:

The local agencies will not be able to request allocation for funds by the June 30, 2025, deadline. The attachment shows the details of the projects and the explanation for the delays. The respective agencies are requesting extensions, and the regional planning agencies concur.

Current LPP (Formulaic) Guidelines adopted by the Commission, stipulate that funds programmed for all components of local grant projects are available for allocation only until the end of the fiscal year programmed. The Commission may approve a waiver to the Timely Use of Funds deadline, one-time only, for up to 12 months.

Attachment

**Time Extension/Waiver – Project Allocation
Local Partnership Program (Formulaic)**

Project Number: 1
Applicant: City of Sacramento
County: Sacramento
District: 3
PPNO: 2222
Allocation Amount: \$809,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2026
Department Recommendation: Support

Traffic Signal Safety project

The City of Sacramento (City) requests a 12-month time extension for the period of project allocation for the Construction (CON) phase of the Traffic Signal Safety project. The City experienced unforeseen delays due to the inclusion of permanent easement acquisition.

The project proposes to construct intersection improvements at nine separate locations throughout the city.

During the preliminary design phase of the Project Approval and Environmental Document (PA&ED), topographic survey and right of way mapping were conducted, indicating that permanent easement acquisition would be necessary at two locations, along with temporary construction easements for seven parcels. The needs for property rights were unforeseen conditions discovered during preliminary engineering that warranted a supplemental agreement for additional professional services and identification of additional funding. Following the approval of the supplemental agreement, the City ordered preliminary title reports, and prepared plats and legal descriptions for the future acquisitions. This process resulted in a 4-month delay. Additionally, the project was presented to the City's Disability Advisory Commission and Active Transportation Commission. The feedback from both Commissions necessitated further unanticipated traffic analysis and engineering design to consider other control types. Consequently, the project development team reevaluated the types of signal control resulting in a 3-month delay.

Furthermore, the City did not anticipate significant stakeholder and community interest that would necessitate changes to the project's scope. Representatives from Sacramento Country Day School and Sacramento New Technology High School made land use decisions affecting circulation patterns that led to alterations in the project scope. These decisions resulted in upgraded bus stops, an additional sidewalk, and improvements to comply with accessibility standards for a new transit program. Additionally, the City needed to incorporate pavement rehabilitation at various locations not initially included in the project. Upon evaluating pavement conditions, it became evident that rehabilitation was necessary at sites where advanced traffic

signal loop detection would be installed. This was unforeseen and recognized only after the loop detection was designed and the pavement conditions were assessed. The City was then required to find a funding source for the improvements associated with the unanticipated design and construction costs linked to pavement rehabilitation, bus stop upgrades, and sidewalk enhancements. An additional \$800,000 from local funds was added to the project for pavement rehabilitation at multiple locations. This coordination resulted in a 5-month delay. The City is committed to proceeding with the project as planned; however, it requires additional time.

Therefore, the City is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2025 to June 30, 2026.

Project Number: 2
Applicant: San Bernardino County
County: San Bernardino
District: 8
PPNO: 1342
Allocation Amount: \$263,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2026
Department Recommendation: Support

National Trails Highway Bridge Replacements, Amboy to Kelbaker project

The San Bernardino County (County) requests a 12-month time extension for the period of project allocation for the Plans, Specifications, and Estimate (PS&E) phase of the National Trails Highway Bridge Replacements, Amboy to Kelbaker project. The County experienced unforeseen delays due to various reasons.

The project proposes to replace three bridges on National Trails Highway between 0.96 miles east of Amboy Road and 0.55 miles east of Kelbaker Road.

The County received an allocation for the PA&ED phase in August 2024. In November 2024, the County entered into an agreement with Dokken Engineering for the professional engineering and environmental services related to the project. Due to unresponsive property owners, the County encountered difficulties obtaining Potential Toxic Elements (PTE) necessary for the environmental and biological surveys. With the PTEs in place, Dokken Engineering is currently working on the 35 percent design and will soon begin the environmental and biological surveys.

In addition, as the project has federal funds programmed for construction, the Mojave Sanctions imposed by the United States Environmental Protection Agency (EPA) on the Mojave Desert Air Quality Management District may cause significant delays in obtaining these funds. These sanctions grant the EPA the authority to suspend federal approval of projects and award certain grants for non-exempt transportation projects, making them a key factor in the project's current situation. All federal approvals will cease on August 1, 2025, and will not resume until an EPA-approved California State Implementation Plan (SIP) is in place unless the EPA approves a revised SIP by July 31, 2025. The County needs additional time in the event environmental clearance cannot be completed by July 31, 2025. The County is at risk of losing federal funds, as the delay to the Mojave Sanctions may last up to a year.

Therefore, the County is requesting a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2025 to June 30, 2026.