

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

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

Prepared By: Dee Lam, Chief  
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT  
EXPENDITURE FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM  
COMPONENT, PER TIRCP ALLOCATION POLICY  
WAIVER 25-133**

### **ISSUE:**

Should the California Transportation Commission (Commission) extend the period of project development expenditure for the Transit and Intercity Rail Capital Program (TIRCP) (2022:4) Sacramento Valley Station (SVS) Transit Center: Priority Projects (H Street Cycle Track Project On-Street Component) (PPNO CP094A), in Sacramento County, for the time period as identified in the attachment?

### **RECOMMENDATION:**

The California Department of Transportation recommends that the Commission extend the period of project development expenditure for the TIRCP (2022:4) Sacramento Valley Station (SVS) Transit Center: Priority Projects (H Street Cycle Track Project On-Street Component) (PPNO CP094A), in Sacramento County, for the time period as identified in the attachment.

### **BACKGROUND:**

In December 2022, the Commission allocated \$850,000 for the Project Approval and Environmental Document phase of the (2022:4) Sacramento Valley Station (SVS) Transit Center: Priority Projects (H Street Cycle Track Project On-Street Component) (PPNO CP094A). The responsible agency has been unable to complete the component per the Timely Use of Funds (TUF) policy.

The current TIRCP Allocation Policy stipulates that the agency implementing a project component request a time extension if the project component will not be completed within the specified timeline. Under the TUF policy, an extension can be requested for up to 20 months

for each delivery milestone, where permissible by statute. The attachment describes the details of the project component and the explanation for the delays.

Attachment

**Time Extension/Waiver – Project Development Expenditure  
Transit and Intercity Rail Capital Program**

Project Number: 1  
Applicant: City of Sacramento  
County: Sacramento  
District: 3  
PPNO: CP094A  
Allocation Amount: \$850,000  
Remaining Balance: \$673,777  
Phase: Project Approval and Environmental Document  
Allocation Date: 12/08/2022  
Allocation Resolution: TIRCP-2223-36  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2026  
Department Recommendation: Support

**(2022:4) Sacramento Valley Station (SVS) Transit Center: Priority Projects (H Street Cycle Track On-Street Component)**

The City of Sacramento (City) requests a 12-month time extension for the period of project development expenditure to complete the Project Approval and Environmental Document (PA&ED) phase of the (2022:4) Sacramento Valley Station (SVS) Transit Center: Priority Projects (H Street Cycle Track Project On-Street Component). The City has experienced unexpected delays in completing the PA&ED phase.

This component will construct a two-way cycle track on the south side of H Street, between 5th and 10th Streets. This will improve active transportation between downtown and the SVS. As part of a broader plan for SVS, this bikeway will provide low-stress bike routes between central city neighborhoods and the region's premier rail station, the SVS.

The primary delay is due to the additional time required to coordinate the analysis and evaluations needed to secure the City's Traffic Division's support for reducing the number of vehicle lanes from two to one. Other concurrent projects by partner agencies are being constructed at or near the location of the City's planned two-way cycle track. Sacramento County is completing construction of a new courthouse, and Sacramento Regional Transit (SacRT) is expanding the light rail system west of 7th Street by double-tracking the rails, which has introduced constraints to the existing roadway that the City must now address.

In October 2023, the City learned of SacRT's required realignment of the light rail expansion due to Sacramento County modifying frontage improvements of the new Sacramento County Courthouse. In January 2024, SacRT communicated their engineered track realignment design plans to the City. To accommodate both SacRT's and the County's projects, the City now proposes to reduce the vehicle lanes from two to one. This lane reduction may affect on-street parking and loading zones, requiring engagement with impacted stakeholders, which is critical to the success of the project.

Due to the lack of precedent for such a proposal, additional time is needed to complete the traffic analysis and 30 percent design, as well as coordination with stakeholders. The City has already taken steps to begin the process of contacting stakeholders to discuss the merits of the project and gather feedback. Meetings with the stakeholders are scheduled to take place in summer 2025 and continue through fall of 2025. Additionally, the City has completed traffic analyses to evaluate the impacts of the reduced space available for the two-way cycle track. The analyses have produced three plans that have been developed with a level of detail that can be presented to the public at the summer and fall meetings.

The option to reduce to one vehicle lane was in response to the space limitations posed by SacRT's new alignment and allows for the original scope for the two-way separated bikeway to be implemented using best practices and appropriate facility widths. Currently, the project has reached 50 percent completion of the PA&ED phase, which includes 30 percent plans, as well as the filing of the California Environmental Quality Act documentation.

Therefore, the City is requesting a 12-month time extension for the period of project development expenditure for the PA&ED phase from June 30, 2025 to June 30, 2026.