

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

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

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **REQUEST TO AMEND THE PERIOD OF PROJECT COMPLETION FOR
A STATE-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT
PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM
WAIVER 25-164, AMENDING WAIVER 24-09**

ISSUE:

Should the California Transportation Commission (Commission) amend the period of project completion for the State-Administered Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Route 71 Expressway to Freeway Conversion (Mission Road to Route 60) project (PPNO 2741S), in Los Angeles County, per the Interim Timely Use of Funds Policy – 2024 and 2025 Southern California Fires, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission amend the period of project completion for the State-Administered SB 1 TCEP Route 71 Expressway to Freeway Conversion (Mission Road to Route 60) project (PPNO 2741S), in Los Angeles County, per the Interim Timely Use of Funds Policy – 2024 and 2025 Southern California Fires, for the time period as identified in the attachment.

BACKGROUND:

In June 2020, the Commission allocated \$43,025,000 in Construction Capital and Support for the State-Administered SB 1 TCEP Route 71 Expressway to Freeway Conversion (Mission Road to Route 60) project (PPNO 2741S). This project was awarded in February 2021. The deadline for projects awarded in February 2021 was February 29, 2024. The Commission approved a project completion time extension for this project at its January 2024 meeting, with a new deadline of October 31, 2025. However, the Department is requesting additional time for the period of project completion. The attachment shows the details of the project and the delays that have resulted in this amended time extension request.

Current Guidelines stipulate that the Department request a time extension if the project will not be completed within 36 months after award. The Commission may approve waivers to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

**Amendment Time Extension/Waiver – Project Completion for
SB 1 Trade Corridor Enhancement Program**

Project Number: 1
Applicant: Department of Transportation
County: Los Angeles
District: 7
PPNO: 2741S
EA: 21062
Route: 71
Allocation Amount: \$43,025,000
Phase: Construction Capital and Construction Support
Allocation Date: 06/24/2020
Allocation Resolution: TCEP-A-1920-11
Award Date: 02/05/2021
1st Waiver: Waiver 24-09
Approved: January 2024
Number of Months Requested: ~~20 Months~~ **33 Months**
Extended Deadline: ~~10/31/2025~~ **11/30/2026**
Department Recommendation: Support

Route 71 Expressway to Freeway Conversion (Mission Road to Route 60)

The Department requests an additional 13 months, from 20 months to 33 months, for the period of project completion for the Construction (CON) phase of the Route 71 Expressway to Freeway Conversion (Mission Road to Route 60) project. The Department has experienced unexpected delays in completing construction.

The project is located on State Route (SR) 71, in the City of Pomona, in Los Angeles County. The project will add a mixed lane and high-occupancy vehicle lane in each direction for approximately three miles, from Mission Boulevard to SR 60. The project also includes a 1-year Plant Establishment Period (PEP).

Construction began in March 2021 and Construction Contract Acceptance (CCA) was anticipated to occur in February 2024. However, during construction, the project faced unanticipated complications due to inclement weather, unidentified utility conflicts, unexpected contaminated soil, additional tree removal, and a contractor's claim of differing site conditions. As a result, the project received a 20-month time extension with a deadline of October 31, 2025.

During construction, 93 inclement weather-related non-working days caused a 4-month delay to the project activities from the inordinately wet winters. Also, unidentified utility conflicts impacted the construction of drainage systems adding two months of delay. The utility conflict was due to Southern California Edison's underground facilities and guy wires for power poles not being identified during the design phase. Furthermore, the project involved extensive earthwork to develop the roadway base for the added lanes. During this activity, unexpected arsenic contamination was discovered and required additional soil testing and re-design of

embankment slopes to safely encapsulate the arsenic soil within the project limits. As a result, the re-design and testing added a 5-month delay to the project. Along with the embankment slope re-design, additional removal of 50 California Walnut Trees within the project limits was required and triggered a month-long environmental assessment and mitigation process. In addition, part of the embankment work included soil nail walls to retain the roadway. The work on these walls has delayed the project an additional eight months to analyze the site and obtain an independent soil test after the contractor submitted claims of differing site conditions. After a lengthy analysis, the soil test concluded that the contract documents and field conditions were in alignment. The Department was on schedule to deliver the project within the extended schedule and reach CCA by October 2025.

Since then, the project has made significant progress and was on schedule to complete construction by the extended deadline. However, a series of fires in Southern California affected several regional areas and impacted this project's construction activities. The initial fires began on January 7, 2025 in the Palisades area and later that same day, a separate fire began near Altadena. This project was directly impacted by the Altadena fire. The construction activities scheduled to be performed during the time the wildfires began included excavation and concrete paving, and relied heavily on trucks to deliver concrete and haul away excavated material. These activities were critical, and delays would cascade through the remaining activities. Due to the size and impact of the wildfires, former President Biden declared the affected areas a natural disaster, prompting the activation of the Federal Emergency Management Agency (FEMA), and the United States Army Corps of Engineers (USACE). As part of FEMA and USACE's response, hauling debris from the affected areas became a regional priority. FEMA and USACE contracted all available trucking subcontractors to assist with hauling operations. As a result, for approximately three months, the lack of available trucking subcontractors made it very difficult for the project's contractor to maintain the proposed construction schedule which ultimately impacted progress. The trucking subcontractors became available in June 2025, and adjustments to construction staging, rescheduling and prioritizing remaining work, led to a 5-month delay.

In addition, the project experienced incremental delays due to contractor staffing shortages that impacted scheduling, hauling unanticipated unsuitable material impacting paving operations, and renegotiations with suppliers impacting construction material procurement. These intermittent activities resulted in delaying the project by an additional five months.

To help deliver the project within the proposed schedule, the Department has been actively reviewing potential contractor claims to avoid further delays, issuing formal notices regarding slow progress to help accelerate remaining work, holding regular progress meetings, and engaging in executive-level discussions with the contractor's leadership to stay ahead of potential issues.

The remaining work includes installation of soundwalls, completing minor roadway items, planting and irrigation, and plant establishment monitoring. The project is scheduled to achieve substantial completion in October 2025, allowing the 1-year PEP to commence as early as possible. With these efforts, the project is now anticipated to reach CCA by November 2026.

Therefore, the Department is requesting an additional 13 months to complete the project, from October 31, 2025 to November 30, 2026.