

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 16-17, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8v.(5), Action Item

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

Subject: **REQUEST TO AMEND THE PERIOD OF PROJECT COMPLETION FOR A LOCALLY-ADMINISTERED MULTI-FUNDED SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM, SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (FORMULAIC), STATE TRANSPORTATION IMPROVEMENT PROGRAM, AND PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECT, ON THE STATE HIGHWAY SYSTEM WAIVER 25-186, AMENDING WAIVER 24-37**

ISSUE:

Should the California Transportation Commission (Commission) amend the period of project completion for the locally-administered multi-funded Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP), SB 1 Local Partnership Program (LPP) (Formulaic), State Transportation Improvement Program (STIP) and Proposition 1B (Prop 1B) Trade Corridor Improvement Fund (TCIF) I-10 Corridor Express Lanes Contract 1 project (PPNO 3009P), in San Bernardino and Los Angeles counties, 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 locally-administered multi-funded SB1 TCEP, SB 1 LPP (Formulaic), STIP, and Prop 1B TCIF I-10 Corridor Express Lanes Contract 1 project (PPNO 3009P), in San Bernardino and Los Angeles counties, for the time period as identified in the attachment.

BACKGROUND:

In June 2018 the Commission allocated \$168,718,000 in construction capital for the locally-administered multi-funded SB 1 TCEP, SB 1 LPP (Formulaic), STIP, and Prop 1B TCIF I-10 Corridor Express Lanes Contract 1 project (PPNO 3009P). This project was awarded in August 2018. In accordance with SB 1 TCEP, SB 1 LPP (Formulaic), and STIP Guidelines (Guidelines), the deadline to complete the Construction Contract Acceptance for projects

awarded in August 2018 is August 31, 2021. At the time of allocation the Construction phase was approved with an additional 30 months for project completion beyond the 36-month deadline, for a total of 66 months, until February 29, 2024. In March 2024, the project received a project completion time extension for 20 months, extending the deadline to October 31, 2025. Because the San Bernardino County Transportation Authority will not meet this deadline, they are requesting this time extension amendment to complete construction. 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 agency implementing a project 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
Multi-Funded SB 1 TCEP, SB 1 LPP (Formulaic), STIP, and Prop 1B TCIF**

Project Number: 1

Applicant: San Bernardino County Transportation Authority

County: San Bernardino and Los Angeles Counties

District: 08

PPNO: 3009P

EA: 0C251

Route: 10

Allocation Amount: \$168,718,000 (TCEP \$117,831,000, LPP-F \$6,169,000, STIP \$39,745,000, Prop 1B TCIF \$4,973,000)

Phase: Construction

Allocation Date: 06/27/2018

Allocation Resolution: TCEP-A-1718-05, LPP-A-1718-13, TCIF-A-1718-04, FP-17-77

Award Date: 08/16/2018

1st Waiver: Waiver 24-37

Approved: March 2024

Number of Months Requested: ~~20 months~~ **58 months**

Extended Deadline: ~~10/31/2025~~ **12/31/2028**

Department Recommendation: Support

I-10 Corridor Express Lanes Contract 1 project

The San Bernardino County Transportation Authority (SBCTA) requests an additional 38 months, from 20 months to 58 months, for the period of project completion for the Construction (CON) phase of the I-10 Corridor Express Lanes Contract 1 project. The SBCTA has experienced unexpected delays in completing construction.

This project is located on State Route (SR) 10, from San Antonio Avenue to SR 15, and from the Los Angeles and San Bernardino County lines to the Interstate 10 (I-10) and I-5 Interchanges, and in Los Angeles County, from west of the White Avenue Overcrossing to the Los Angeles and San Bernardino County lines. The project will implement two express lanes, in each direction, for a total of four general purpose lanes and two express lanes, in each direction, with auxiliary lanes, widen undercrossing and reconstruct ramps and lane transitions where needed. This project is using the Design-Build delivery method.

In June 2018, at the time of allocation, this project received an additional 30 months beyond the deadline for the period of project completion to February 29, 2024. In March 2024, an initial time extension was approved for 20 months, extending the deadline to October 31, 2025 due to unforeseen construction challenges. The initial time extension was needed as construction was delayed by 20 months due to the COVID-19 Pandemic impact, the contractor not meeting monthly work projections, utility issues, and several weather events. The delayed contractor work was due to several structures requiring complex ground anchor and soil nail walls, and bridge structure phasing problems encountered in the field. This work took longer than expected due to weather and material availability issues.

Since then, the project encountered a series of additional delays and challenges that have collectively extended the project schedule by an additional 38 months. This project has multiple funding sources and has expended approximately 97 percent of TCEP, 99 percent of LPP (Formulaic), 100 percent of STIP, and 84 percent of Prop 1B TCIF funding to date. Progress has been hindered by the prime contractor's inability to meet the expected production rates. The contractor's slow pace affected critical components of the work, including polyester overlays, retaining wall construction, roadway paving, electrical and communication systems, and essential utility and drainage infrastructure. To help keep the project on schedule, SBCTA assumed several contractor responsibilities including progress documentation and schedule updates, reviewed the project to descope specific elements to keep the project on schedule, and adjusted construction windows and lane closures to increase work volume. Despite SBCTA's repeated efforts to address these issues through formal non-compliance reports, continuous engagement, and ongoing oversight, the contractor struggled to maintain an adequate labor force, further impacting schedule adherence, quality of construction observed in the field, and delayed payments to subcontractors. As a result, removing and replacing the prime contractor was key in moving the project towards completion.

Complicating matters further were over 100 utility conflicts along the corridor. These conflicts required a mix of relocations and protect-in-place strategies, many of which turned out to be far more complex than originally anticipated, and required more time and effort than what was originally planned. Multiple utilities including water, sewer, and electrical systems, required detailed coordination with the respective utility owners, specialized design work including avoidance or protect-in-place measures, and, in many cases, repairs and corrective action by the contractor. The slow pace of utility-related work only magnified existing delays and disrupted sequencing across multiple work fronts.

As the project progressed, the express lane toll system was also delayed. The toll system work, which included the installation of electrical, fiber optic, and other intelligent transportation systems, fell behind schedule due to slow production rates by the contractor. This delay in completing these elements pushed the planned express lane opening from its original August 2024 target, impacting subsequent work that was dependent on those systems being operational. Substantial completion of these elements are anticipated to be achieved by the end of October 2025.

Right-of-Way (RW) impacts added another layer of complexity. The project footprint spanned more than 100 properties along the constrained 10-mile corridor. Each property brought unique challenges related to acquisitions, easements, and property-specific repair plans. Both residential and commercial owners had to be engaged, and mitigation efforts required approval and coordination that proved time-consuming. As of August 2025, several RW related items remain unresolved, and completion of the RW phase is anticipated within the next 6 to 12 months.

One of the more significant downstream impacts of this delay was the decision to separate the landscaping scope from the original Design-Build contract. With the contractor struggling to complete the core roadway and bridge work, SBCTA made the strategic decision to procure a separate contract for landscape irrigation and planting. SBCTA has deemed this approach is necessary and therefore will require a new design package and bid process, and further extend the project timeline. Completion of landscape construction, including the mandated one-year plant establishment period, is now expected to be completed by December 2028.

Completion of the project was delayed by several months due to various issues. The landscape work will be performed in 18 months, followed by a 12-month plant establishment period. Given these compounding factors that include contractor performance issues, utility conflicts, toll system delays, RW complications, and the need for procurement of a separate landscape contractor, SBCTA is requesting additional time to deliver the project.

Therefore, the SBCTA is requesting an additional 38 months to allow sufficient time to complete the CON phase and finalize CCA for TCEP, LPP (Formulaic), and Prop 1B TCIF, from October 31, 2025 to December 31, 2028. The STIP funds have been fully expended.