

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8a.(2), Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR
LOCALLY-ADMINISTERED STATE TRANSPORTATION IMPROVEMENT
PROGRAM PROJECTS, OFF THE STATE HIGHWAY SYSTEM, PER STIP
GUIDELINES
WAIVER 26-56**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for seven locally-administered State Transportation Improvement Program (STIP) projects, for the time periods as identified in the attachment?

RECOMMENDATION:

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

BACKGROUND:

The agencies will not be able to request an allocation for funds by the June 30, 2026, deadline. The attachment shows the details of the projects and the explanations for the delays. The respective agencies are requesting extensions, and the regional planning agencies concur.

Current STIP Guidelines adopted by the Commission, stipulate that funds that are 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 20 months.

Attachment

**Time Extension/Waiver – Project Allocation
State Transportation Improvement Program**

Project Number: 1
Applicant: County of Sacramento
County: Sacramento
District: 03
PPNO: 1824
Allocation Amount: \$3,000,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/29/2028
Department Recommendation: Support

Jackson Road and Bradshaw Road Safe and Rural Connections project

The County of Sacramento (County) requests a 20-month time extension for the period of project allocation for the Construction (CON) phase of the Jackson Road and Bradshaw Road Safe and Rural Connections project. The County experienced delays during the development and approval of the Project Report (PR).

The project proposes to improve traffic signal modifications to accommodate an additional lane and two dual left-turn lanes in each direction of travel.

The project experienced unforeseen delays due to extended coordination with the Department regarding geometric design requirements. Specifically, there were prolonged, unanticipated discussions regarding the applicability and necessity of bicycle lane improvements, which required multiple rounds of review and technical justification. Resolution of this issue took several months and depended on the Department's review timelines and ultimate concurrence, which were outside the County's control. The duration and complexity of this coordination exceeded what is typically expected for projects of this nature at the time of programming. The project also experienced unforeseen delays due to additional and evolving documentation requirements introduced by the Department during the PR review process. These included revisions to the geometric design and expanded reporting expectations that were not identified at the outset of the project. Notably, the scope of required deliverables expanded to include a Design Standard Decision Document, a standard Interchange Evaluation memorandum, a comprehensive Interchange System Operations Assessment Report, and the preparation of a Landscape Architecture Assessment. These elements are not typically required for similar projects and were introduced late in the review process, after multiple PR submittals.

In addition, the project was subject to multiple changes in Department project management personnel during the PR period. Each transition resulted in new or revised comments and, in some cases, additional study and documentation requests that were not previously identified. To date, the PR has been resubmitted four times, with each review cycle generating substantial new comments and requirements. The cumulative effect of these evolving requirements, extended review cycles, and additional coordination resulted in delays that were

not reasonably foreseeable at the time of project initiation and were outside the County's control. The County needs additional time to proceed accordingly.

Therefore, the County is requesting a 20-month time extension for the period of project allocation for the CON phase from June 30, 2026 to February 29, 2028.

Project Number: 2
Applicant: County of Sacramento
County: Sacramento
District: 03
PPNO: 1923
Allocation Amount: \$484,000
Phase: Right of Way
Number of Months Requested: 16 Months
Extended Deadline: 10/31/2027
Department Recommendation: Support

Alta Arden Expressway Phase 1 project

The County of Sacramento (County) requests a 16-month time extension for the period of project allocation for the Right of Way (RW) phase of the Alta Arden Expressway Phase 1 project. The County encountered delays during the California Environmental Quality Act (CEQA) public review period.

The project proposes to construct sidewalk gap closures, install buffered bike lanes, restripe to reallocate roadway space, and modify traffic signals, pavement rehabilitation, and resurfacing.

The project experienced delays due to unforeseen and extraordinary circumstances that emerged during the CEQA public review period. Multiple constituents expressed concerns regarding intersections within the project limits and requested new signals. To provide a thorough response, the project team conducted a comprehensive, technically detailed evaluation of the intersections, which required coordination across several divisions, including Sacramento County Department of Transportation Maintenance & Operations, the Traffic Operations Center, and the Traffic Signals group, as well as an in-depth review of available historical data. The project team has responded to, and continues to engage with, the concerned constituents and address ongoing questions, requiring additional coordination and technical review.

Also, Sacramento Municipal Utility District (SMUD) provided comments, identifying issues associated with utility relocation along the project alignment. This was unanticipated, as utility relocations are typically an ongoing effort as the project progresses and conflicts are identified and resolved with utility companies. Coordination between internal teams, SMUD and the County was required to address these comments. Lastly, the Department provided comments on the Preliminary Environmental Study, requesting completion of the current version of the Values in Action Questionnaire, as well as technical memoranda on air quality and noise. The technical memoranda required analysis of the project in relation to CFR 93.126, operational and construction effects, minimization measures, 23 CFR 772, potential construction activity, and the justification for exemption from a noise study report. These items have been completed and submitted to the Department for review. Additional time is needed to accommodate the work mentioned above, which will allow the County to complete all

necessary CEQA and National Environmental Policy Act (NEPA) requirements and submit the RW allocation.

Therefore, the County is requesting a 16-month time extension for the period of project allocation for the RW phase from June 30, 2026 to October 31, 2027.

Project Number: 3
Applicant: City of Orland
County: Glenn
District: 03
PPNO: 3211
Allocation Amount: \$1,032,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/29/2028
Department Recommendation: Support

Shasta St. - Reconstruct from Papst Ave. to Sixth St. project

The City of Orland (City) requests a 20-month time extension for the period of project allocation for the CON phase of the Shasta St. - Reconstruct from Papst Ave. to Sixth St. project. The City experienced unforeseen delays due to an Emergency Drought project.

The project proposes to reconstruct the roadway and sidewalks, upgrade drainage, enhance pedestrian facilities to improve safety, and update striping to better direct traffic and support safe travel for all modes during peak periods.

The City has been focused on completing a Department of Water Resources (DWR) Emergency Drought project, which has required significant time and City resources. The City had proposed a small project to extend water mains to provide water service to residents adjacent to the City limits. DWR reviewed the project and determined it would be a multi-million-dollar project that included approximately 7 miles of water main, 150 water services, a 1 million gallon storage tank, a booster pump station, and a new well. The City has been working diligently with DWR to deliver a total of six projects in five years. Project delivery has included planning, design, environmental studies, permitting, bid advertisement, construction, and construction administration. The City received assistance with the planning and design phases; however, the City has sole responsibility for performing and managing the remaining work. The City originally anticipated a smaller project that could be delivered in a timely fashion and did not foresee it growing into a five-year, multi-phase project. In addition to the multiple water projects, the City also delivered a State Transportation Improvement Program funded roadway project (Road M ½ Rehabilitation) during the summer of 2025.

These projects have consumed the City's time and limited resources, which has delayed progress on the environmental, RW, and design phases of the project. The City also identified numerous non-compliant pedestrian facilities near the project area, and the cost to upgrade each to current Americans with Disabilities Act standards exceeds the planned funding. The City's original intent for this project was to reconstruct the travel lanes and leave the rest of the roadway alone. As a result, the City did not anticipate updating curb ramps along the project. Because the project borders a high school and local parks, the City has made it a priority to ensure safe, compliant pedestrian access to these public spaces. This will require the reconstruction of additional roadway width for several blocks. The City has taken measures to budget additional state and local funds to help complete the entire project as initially proposed.

The upcoming steps include preparing documents for the environmental and RW phases, evaluating utility conflicts, and developing engineered plans to advance the project. The City needs additional time to complete the environmental and design work, the RW phase, and obtain the necessary permits.

Therefore, the City is requesting a 20-month time extension for the period of project allocation for the CON phase from June 30, 2026 to February 29, 2028.

Project Number: 4
Applicant: City of Davis
County: Yolo
District: 03
PPNO: 5328
Allocation Amount: \$373,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 20 Months
Extended Deadline: 02/29/2028
Department Recommendation: Support

Cowell Boulevard Improvements project

The City of Davis (City) requests a 20-month time extension for the period of project allocation for the PS&E phase of the Cowell Boulevard Improvements project. The City experienced delays during the Single Audit Reports process.

The project proposes to improve and rehabilitate pavements, narrow traveled lanes, buffer and separate bikeways, enhance bus stops, and improve intersection control and pedestrian crossings.

The project has encountered delays in finalizing its Single Audit Reports (SAR), initially caused by the ripple effects of the COVID-19 Pandemic (Pandemic), which have prevented the City from obtaining authorization to utilize federal funds. At the time of project approval, the City was not fully aware of the extent of the SAR backlog or its potential impact on the progress of federally funded initiatives. Since then, the City has appointed a new Finance Director and gained a more comprehensive understanding of the issue, developing appropriate strategies to address the funding issues. Following the Pandemic, demand for SAR services increased significantly, posing challenges in securing third-party support and establishing an efficient schedule to complete the required SAR. As efforts to resolve these matters progressed, it became evident that the backlog was greater and more time-intensive than initially anticipated. Each SAR requires sequential completion and involves multiple procedural steps, resulting in a timeline that remains subject to adjustment. Furthermore, the City expects to receive community feedback on the project in conjunction with the outreach related to the adjacent Interstate 80 Richards Boulevard Interchange modifications. This project is also delayed due to RW and funding issues. Funding issues for the adjacent project include construction cost increases statewide over the last few years and delays in federal funds due to SAR reports similar to those above. Based on the City's experience with other projects, moving forward without fully coordinated community feedback alongside the I-80 Richards Boulevard Interchange outreach would likely result in duplicative outreach efforts and potentially significant redesign. Consequently, the commencement of project design and subsequent milestones should be postponed to better align with the I-80 Richards Boulevard Interchange outreach efforts.

Therefore, the City is requesting a 20-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to February 29, 2028.

Project Number: 5
Applicant: City of Davis
County: Yolo
District: 03
PPNO: 5607
Allocation Amount: \$3,090,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/29/2028
Department Recommendation: Support

Anderson Road-Chavez Elementary School Improvements project

The City of Davis (City) requests a 20-month time extension for the period of project allocation for the CON phase of the Anderson Road-Chavez Elementary School Improvements project. The City experienced delays during coordination with the Davis Joint Unified School District (DJUSD).

The project proposes to construct separated bicycle facilities, frontage improvements, on-site loading and parking improvements, intersection safety improvements, transit stop improvements, on-street parking, and landscaping.

The project requires coordination efforts between the City and DJUSD to simultaneously complete RW activities and elementary school property improvements necessary to relocate a student drop-off area. The City and DJUSD entered into a project agreement approved by their respective governing bodies; however, the process took nearly a year, as the project and legal teams negotiated terms and then scheduled the agreements for approval. In addition, the site assessment of the elementary school has identified a preferred parking area reconfiguration that does not require relocating off-street parking to a nearby park and simultaneously reduces Division of State Architect review requirements. However, this preferred configuration necessitates more school staff and community outreach, which the City and DJUSD agreed should occur in the spring to maximize community engagement. The initial outreach efforts generated far more community feedback than expected. Additional coordination time was needed between partner agencies, which delayed the signing of the contract with the project designer. As a result, design work did not begin until April 2023 and was completed in January 2024. An additional project site assessment, intended to reduce park impacts, began in April 2024 and was completed in August 2024. Further community outreach was also required, as highlighted during the Transportation Commission (TC) meeting. By the time TC comments were addressed, it was already late spring 2025. Because of the school-year calendar and the need to maximize engagement, in-person outreach meetings on the campus were scheduled for September 2025, followed by a community-requested bike ride outreach event in November 2025. Additional outreach is still planned.

Therefore, the City is requesting a 20-month time extension for the period of project allocation for the CON phase from June 30, 2026 to February 29, 2028.

Project Number: 6
Applicant: City of Yuba City
County: Sutter
District: 03
PPNO: 9876
Allocation Amount: \$365,000
Phase: Plans, Specifications, and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Garden Highway Improvement Project

The City of Yuba City (City) requests a 12-month time extension for the period of project allocation for the PS&E phase of the Garden Highway Improvement Project. The City experienced unforeseen delays during the Project Approval and Environmental Document (PA&ED) phase.

The project includes pavement rehabilitation; installation of safety enhancements such as updated signage and ADA-compliant curb ramps; intersection modernization; upgrades to signal controllers and detection systems, including loop detectors; addition of buffered bicycle lanes to improve separation from vehicle traffic; and striping of transition areas.

The project experienced delays in the PA&ED phase. During implementation of the PA&ED phase, the City requested clarification on whether the project funding consisted solely of State funds or included Federal funds, to ensure compliance with all applicable environmental regulations. The Department responded that federal funds are involved, triggering compliance with NEPA. This process delayed the project by approximately two months. Following confirmation that the project involves federal funding, the City prepared and submitted a Preliminary Environmental Study to the Department. The Department provided comments indicating that an Initial Site Assessment technical study would be required, resulting in an additional two months. The City immediately began the unforeseen consultant selection process required to complete the technical study. The consultant evaluation process has been completed; however, it has further delayed the project's progress. Contracting with the top-ranked consultant is underway and expected to take approximately one month. The preparation, review, and completion of additional studies required by NEPA are expected to extend the project by four months.

Although PA&ED funds were programmed for Fiscal Year 2024-25, the fully executed Project Supplement Agreement and Finance Letter were not received by the City until August 2025. As a result, the City was unable to initiate chargeable PA&ED work prior to receipt of these authorization documents, resulting in a delayed project start. Upon authorization to proceed with the PA&ED phase, the funding composition of the project was not clearly identified in the initial project documentation. Because the PA&ED phase is State-programmed and State-funded, the City initially proceeded under the assumption that only State environmental requirements would apply. To ensure full regulatory compliance, the City subsequently

requested clarification from the Department regarding the funding source. Upon confirmation that federal funds are involved in the project, the City promptly initiated the necessary steps to comply with the NEPA. Prior to this confirmation, federal participation had not been clearly identified or communicated as a requirement for environmental clearance.

In addition to standard environmental review requirements and consultant procurement processes, the following factors contributed to the project delay:

The City's Engineering Division experienced staffing turnover following the award of PA&ED funds. As a result, remaining and newly assigned staff were required to absorb additional workload and reprioritize active projects, including those with earlier funding deadlines. This transition period affected the pace of project delivery. The Engineering Division is now fully staffed, and resources have been stabilized to support the timely completion of the project moving forward.

The City is actively advancing all required NEPA-related studies and coordination efforts. The Initial Site Assessment is currently underway, with submittal to the Department anticipated by May 2026 for review and clearance. With staffing now stabilized and key studies underway, the City is positioned to complete the PA&ED phase and proceed to the PS&E phase without further delay. The City needs additional time to complete the PA&ED phase before proceeding into the PS&E phase.

Therefore, the City is requesting a 12-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to June 30, 2027.

Project Number: 7
Applicant: City of Camarillo
County: Ventura
District: 07
PPNO: 6346
Allocation Amount: \$4,667,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2027
Department Recommendation: Support

Camarillo Central Avenue Bike Lanes project

The City of Camarillo (City) requests a 12-month time extension for the period of project allocation for the CON phase of the Camarillo Central Avenue Bike Lanes project. The City experienced delays due to a flood analysis and obtaining a no-rise certification.

The project proposes to construct Class II Bike Lanes on both sides of Central Avenue.

The unforeseen discovery of a Federal Emergency Management Agency Zone AE floodplain and regulatory floodway within the project limits caused a significant 5-month delay. Staff were required to divert efforts from design to completing a flood analysis and obtaining a no-rise certification, which involved several months of research and modeling. Design and planning activities could not proceed until the analysis was complete, as the results determined which design options were feasible. This delay also affected the evaluation of the Green Streets design, which proved more complex than anticipated due to the project footprint and existing roadway profile. Staff spent an additional three months examining and assessing potential design approaches before determining that no viable option remained. Moreover, the City had anticipated a Departmental review duration of one month for each environmental document; however, completing one round of reviews for the Preliminary Environmental Study required three months, and the Area of Potential Effects map required eight months for two rounds of review. These unanticipated review durations delayed the environmental phase and, consequently, the RW Certification. To meet the extended deadline, the City will complete RW Certification, finalize construction planning and permit, and obtain E-76 Authorization to Proceed for the funds programmed for the project. These steps, combined with the required coordination efforts and unanticipated challenges, necessitate an additional 12 months to ensure successful completion within the updated timeframe.

Therefore, the City is requesting a 12-month time extension for the period of project allocation for the CON phase from June 30, 2026 to June 30, 2027.