

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25-26, 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 26-103**

### **ISSUE:**

Should the California Transportation Commission (Commission) extend the period of project allocation for 15 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 15 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: City of Mount Shasta  
County: Siskiyou  
District: 02  
PPNO: 2594  
Allocation Amount: \$2,200,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

**Lake Street Reconstruction project**

The City of Mount Shasta (City) requests a 12-month time extension for the period of project allocation for the Construction (CON) phase of the Lake Street Reconstruction project. The City experienced unforeseen delays due to additional design work.

The project proposes to reconstruct the roadway on Lake Street between Mt. Shasta Boulevard and Rock Fellow Drive.

The project faced delays due to additional design work required for the complete streets approach, resulting in significant increases in complexity, cost, and time to completion. The City advertised and awarded the Plans, Specifications, and Estimate (PS&E) project to Kimley-Horn, a professional design, engineering, and planning consulting firm. Because of the project's complexity, the cost rose to \$349,000, significantly exceeding the initial \$100,000 grant. When the original grant was awarded, the funding was intended solely for roadway reconstruction. Afterward, the City received a State Active Transportation Planning grant and subsequently completed a conceptual complete streets study titled Lake Street for All. This study incorporated elements such as sidewalks, Americans with Disabilities Act (ADA) improvements, bike lanes, and traffic-calming strategies. These new features were then incorporated into the scope of work assigned to Kimley-Horn. Once Kimley-Horn began the reconstruction engineering work, the firm determined that several components of the conceptual design required additional detail before roadway engineering could proceed. This included defining reconstruction boundaries and determining how pedestrian enhancements would be implemented in later phases. Additional engineering time was also required to address the reconfiguration of traffic signals and lane layouts related to sidewalk bulb-outs, the integration of water, sewer, and storm-drain upgrades, and coordination with Pacific Power regarding undergrounding utilities and burying existing overhead powerlines.

Kimley-Horn has been diligently working on the design, which is expected to be completed later this year. Following a thorough design review and potential modifications, the contractor will prepare a bid package and be ready to advertise it during the winter, with plans to award

the contract in spring 2027. The City needs additional time to ensure successful completion within the updated timeline.

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.

Project Number: 2  
Applicant: County of Siskiyou  
County: Siskiyou  
District: 02  
PPNO: 2639  
Allocation Amount: \$25,000  
Phase: Project Approval and Environmental Document  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

**Big Springs Road, Phase 2 project**

The County of Siskiyou (County) requests a 12-month time extension for the period of project allocation for the Project Approval and Environmental Document (PA&ED) phase of the Big Springs Road, Phase 2 project. The County experienced delays due to a series of natural events.

The project proposes to pulverize the existing asphalt and recondition the road base rock. It includes grading to redistribute materials and restore proper drainage. Additionally, hot mix asphalt will be placed at a designated width, shoulder backing will be added to the existing fill, and traffic markings and striping will be replaced.

The project encountered significant delays due to a series of major, unforeseen events. The McKinney Fire in July 2022 burned more than 60,000 acres, damaging 31 miles of roads and 5 bridges. Subsequent flooding and debris flows caused repeated failures of roadway drainage facilities, requiring restoration efforts extending from 2022 through 2025. In July 2024, the Shelly Fire burned over 15,000 acres and severely damaged a local bridge, triggering the need for structural damage assessments, a repair plan, and a Fall Protection Plan, with related work continuing into 2025. In addition, in 2022, the project became entangled in the Klamath River Dam Removal, an unforeseen and ongoing initiative. The combination of these events has created a ripple effect on the timing of the project's design and advertising. The County needs additional time to proceed in an orderly and timely manner.

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

Project Number: 3  
Applicant: City of Alturas  
County: Modoc  
District: 02  
PPNO: 2644  
Allocation Amount: \$138,000  
Phase: Plans, Specifications, and Estimate  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **East 4th Street Rehab project**

The City of Alturas (City) requests a 20-month time extension for the period of project allocation for the PS&E phase of the East 4th Street Rehab project. The City experienced delays due to an updated pavement management plan and flooding events.

The project proposes to rehabilitate the existing roadway by either removing and replacing the pavement surface or performing Full Depth Reclamation of the existing structural section. Other work will include curb ramp construction, gutter and sidewalk upgrades, modifications to existing storm drain facilities, utility cover adjustments, roadside signing, pavement delineation, and guardrail upgrades.

Since the funds were programmed for the project, an updated pavement management plan identified broader needs for City street repairs, indicating that the City needs to seek additional funds to modify the scope of the existing project. The unprogrammed amount of 2026 State Transportation Improvement Program (STIP) funding is insufficient to cover the project's cost. The project was initially estimated in 2023. Since then, the City's engineers have updated the cost estimate, which has increased by approximately 15 percent. The original project scope includes improvements at the intersection of North East Street and Josephine Street, as well as the rehabilitation of the existing roadway. Additional work includes curb and ramp construction, curb, gutter, and sidewalk upgrades, modifications to existing storm drain facilities, utility cover adjustments and replacements, roadside signing, pavement delineation, and guardrail upgrades. The updated pavement management plan revealed significant additional needs for street repairs throughout the City. As a result, the City is considering a scope modification to chip-seal various streets. The chip-seal work is estimated to cost approximately \$900,000, compared to the \$1.4 million required to deliver the original project scope.

In addition, over the past year, the City has experienced significant flooding events that have posed considerable challenges at the wastewater treatment plant due to insufficient capacity for timely water treatment. Additionally, sewer line failures have required staff to redirect their efforts. During this period, the City operated with only four full-time employees, one of whom has been on medical leave for over a year. Accordingly, the City requires additional time to

address these issues appropriately. The project has a concurrent project allocation time extension request for the Right of Way (RW) phase under this item on this month's Commission agenda.

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

Project Number: 4  
Applicant: City of Alturas  
County: Modoc  
District: 02  
PPNO: 2644  
Allocation Amount: \$10,000  
Phase: Right of Way  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **East 4th Street Rehab project**

The City of Alturas (City) requests a 20-month time extension for the period of project allocation for the RW phase of the East 4th Street Rehab project. The City experienced delays due to an updated pavement management plan and flooding events

The project proposes to rehabilitate the existing roadway by either removing and replacing the pavement surface or performing Full Depth Reclamation of the existing structural section. Other work will include curb ramp construction, gutter and sidewalk upgrades, modifications to existing storm drain facilities, utility cover adjustments, roadside signing, pavement delineation, and guardrail upgrades.

Since the funds were programmed for the project, an updated pavement management plan identified broader needs for City street repairs, indicating that the City needs to seek additional funds to modify the scope of the existing project. The unprogrammed amount of 2026 STIP funding is insufficient to cover the project's cost. The project was initially estimated in 2023. Since then, the City's engineers have updated the cost estimate, which has increased by approximately 15 percent. The original project scope includes improvements at the intersection of North East Street and Josephine Street, as well as the rehabilitation of the existing roadway. Additional work includes curb and ramp construction, curb, gutter, and sidewalk upgrades, modifications to existing storm drain facilities, utility cover adjustments and replacements, roadside signing, pavement delineation, and guardrail upgrades. The updated pavement management plan revealed significant additional needs for street repairs throughout the City. As a result, the City is considering a scope modification to chip-seal various streets. The chip-seal work is estimated to cost approximately \$900,000, compared to the \$1.4 million required to deliver the original project scope.

In addition, over the past year, the City has experienced significant flooding events that have posed considerable challenges at the wastewater treatment plant due to insufficient capacity for timely water treatment. Additionally, sewer line failures have required staff to redirect their efforts. During this period, the City operated with only four full-time employees, one of whom has been on medical leave for over a year. Accordingly, the City requires additional time to address these issues appropriately. The project has a concurrent project allocation time extension request for the PS&E phase under this item on this month's Commission agenda.

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

Project Number: 5  
Applicant: City of Portola  
County: Plumas  
District: 02  
PPNO: 2646  
Allocation Amount: \$692,000  
Phase: Construction  
Number of Months Requested: 14 Months  
Extended Deadline: 08/31/2027  
Department Recommendation: Support

### **Rio Grande Street Pavement Rehabilitation project**

The City of Portola (City) requests a 14-month time extension for the period of project allocation for the CON phase of the Rio Grande Street Pavement Rehabilitation project. The City experienced delays due to an emergency involving the Gulling Street Bridge.

The project proposes to rehabilitate pavement. Rehabilitation of the pavement involves full-depth recycling of the existing pavement and base, construction of new Americans with Disabilities Act (ADA) curb ramps, concrete curb and gutter, concrete valley gutters, and drainage upgrades.

During the period originally programmed for the project's advancement, the City was confronted with an unforeseen and extraordinary public infrastructure emergency involving the Gulling Street Bridge, a critical community access route serving regional medical, school, and public access functions. The Department's underwater inspection and subsequent geotechnical evaluation identified significant scour-related undermining of the bridge foundation support, creating an immediate structural concern that required prompt engineering evaluation, emergency response coordination, and the implementation of interim protective measures to preserve public safety and maintain the bridge's serviceability.

Because this emergency condition required immediate municipal action and engineering attention outside the City's normal capital improvement programming, the project's advancement was necessarily interrupted while the bridge emergency was investigated, evaluated, and stabilized. This unanticipated event materially affected the project development schedule, compressing the time available to complete final design, secure construction allocation, advertise, award, and construct the improvements within the originally programmed delivery window. The City needs additional time to complete final project delivery milestones and proceed with construction in an orderly and timely manner.

Therefore, the City is requesting a 14-month time extension for the period of project allocation for the CON phase from June 30, 2026 to August 31, 2027.

Project Number: 6  
Applicant: County of Lassen  
County: Lassen  
District: 02  
PPNO: 2652  
Allocation Amount: \$3,200,000  
Phase: Construction  
Number of Months Requested: 20 months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

**County Rehab F Johnstonville Rd/Center Rd Rehab project**

The County of Lassen (County) requests a 20-month time extension for the period of project allocation for the CON phase of the County Rehab F Johnstonville Rd/Center Rd Rehab project. The County experienced unforeseen delays due to unforeseen staffing turnover.

The project proposes to rehabilitate roads and shoulders. The rehabilitation consists of asphalt concrete pavement, reshaping and compacting the base, and base shoulders.

The project experienced delays due to unforeseen staffing turnover in the County's Public Works Department. In 2025, the County lost two Division Directors—one passed away in March and the other retired in August. Additionally, the Deputy Director resigned in January 2026, and the Director of Engineering retired in April 2026. The County has been transparent about these staffing challenges and is actively working to address them, though the inability to backfill these positions has impacted resource allocation and project progress.

The County expects to fill the Deputy Director position by December 31, 2026, and the Assistant Director of Transportation by May 1, 2027. However, due to high demand and a limited pool of qualified candidates, the timeframe for the Director of Engineering remains uncertain. The County has issued a bid to contract an engineering firm to maintain progress during the current construction season and has hired a retired Public Works Director and a budget analyst as part-time support. While efforts are ongoing, additional time is needed to fully backfill positions and advance the project. If the extension is approved, the County will either have staff in place to keep the project on track or hire an engineering consultant firm to manage the project through the remaining phases. If hiring or contracting goes as planned, the County anticipates completion of California Environmental Quality Act (CEQA) by Summer 2027, RW Certification by Fall 2027, Ready to Advertise and Award in Spring 2028, and Completion before the end of 2028.

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: 7  
Applicant: County of Butte  
County: Butte  
District: 03  
PPNO: 3001  
Allocation Amount: \$2,500,000  
Phase: Construction  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

**Palermo Safe Routes to School project**

The County of Butte (County) requests a 20-month time extension for the period of project allocation for the CON phase of the Palermo Safe Routes to School project. The County experienced unforeseen delays due to natural disasters within the County.

The project proposes to construct an 8-foot shared bike and pedestrian path, along with storm drainage, paving, striping, signage, and roadway reflectors, to create a safe perimeter for children to traverse near a school.

The project experienced delays due to the need to prioritize emergency projects resulting from wildfires and heavy storm damage within the County, which required immediate attention and diverted key resources. These emergency projects, often related to public safety concerns such as natural disasters, infrastructure failures, or urgent maintenance, required a swift response, necessitating the reallocation of staff and materials away from other scheduled project work. The issue was compounded by staff turnover, which significantly disrupted project continuity. Due to the high volume of ongoing projects within the County, the need to prioritize emergency projects took precedence. The remaining work includes the end design phase, the beginning and end of the Right of Way phase, the beginning and end of the construction phase, and the closout phase. With limited personnel available, workloads have increased, leading to extended deadlines. As a result, the County needs additional time to request allocation for the CON phase, a crucial step in the project.

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: 8  
Applicant: County of Sutter  
County: Sutter  
District: 03  
PPNO: 3456  
Allocation Amount: \$4,350,000  
Phase: Construction  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

**Maintenance & Modernization project**

The County of Sutter (County) requests a 12-month time extension for the period of project allocation for the CON phase of the Maintenance & Modernization project. The County experienced unforeseen delays due to emergency repairs to multiple culverts that had failed.

The project proposes to pour asphalt overlay on existing roads with new striping and shoulder backing.

The project experienced delays due to limited County staff and the need to redirect local match funding toward emergency repairs for multiple failed culvert pipes that had not been included in the maintenance plan or budget. In December 2022, four culvert failures were identified within the project limits. Emergency repair work began in January 2023 and was completed in October 2025. These unforeseen failures required significant County resources and extended the project's timeline. Despite these challenges, the County has committed local match funding for the next several years and has submitted a Request for Application along with a completed PS&E package to advance the project into the CON phase. The County needs additional time to proceed in an orderly and timely manner.

Therefore, the County 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.

Project Number: 9  
Applicant: City of Elk Grove  
County: Sacramento  
District: 03  
PPNO: 5481  
Allocation Amount: \$224,000  
Phase: Plans, Specifications, and Estimate  
Number of Months Requested: 12 Months  
Extended Deadline: 06/30/2027  
Department Recommendation: Support

**Power Inn Road Safety and Congestion Relief project**

The City of Elk Grove (City) requests a 12-month time extension for the period of project allocation for the PS&E phase of the Power Inn Road Safety and Congestion Relief project. The City experienced unforeseen delays during the environmental documents' review process.

The project proposes to resurface pavements, mark green bike lanes, install a new bike lane buffer, upgrade ADA curb ramps, and install a traffic signal.

The environmental document has been delayed due to recent changes in Federal Highway Administration (FHWA) requirements, Interagency Consultation procedures, and Air Quality Conformity (AQC) processes. The original schedule assumed that Interagency Consultation could be completed via email; however, FHWA and the Environmental Protection Agency now require consultation to occur during their scheduled monthly meetings. This change extended the concurrence timeline by approximately two months to accommodate review and approval by the District, the Sacramento Area Council of Governments, and FHWA regarding the project's status as a non-AQC project.

In addition, new AQC requirements have lengthened FHWA's review and concurrence process by more than four months, as the environmental document must undergo review and approval by the District, the Department, and FHWA. As a result of these combined changes, the environmental document is expected to be delayed by approximately seven months from the original timeline. The City needs additional time to proceed accordingly and ensure the project's success.

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: 10  
Applicant: City of Galt  
County: Sacramento  
District: 03  
PPNO: 5600  
Allocation Amount: \$1,771,000  
Phase: Construction  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **Walnut Ave Improvements project**

The City of Galt (City) requests a 20-month time extension for the period of project allocation for the CON phase of the Walnut Ave Improvements project. The City experienced unforeseen delays during project development.

The project proposes to overlay the street, upgrade the bike lanes to a high-visibility green standard, and construct sidewalk gap closures to improve the pedestrian path.

During project development, the project team was required to prepare an Initial Site Assessment (ISA) that had not been anticipated in the original project scope. After the project received signatures on the Preliminary Environmental Study (PES), the City was directed to complete an ISA for hazardous waste based on the project's scope and location. As the team proceeded with fieldwork and documentation for the ISA, submittal to the Department was further delayed while the City evaluated potential modifications to the project limits at the Walnut Avenue and Emerald Vista Drive intersection to better coordinate with planned Walnut Avenue Interchange improvements. Preparation, review, and approval of the ISA extended the environmental timeline, with final approval issued in October 2025. Additional delays occurred near the 65-percent design stage, when the City assessed potential tie-in improvements associated with the future interchange project. This assessment included evaluating whether additional RW from nearby residential properties would be necessary and exploring options to minimize repeated future impacts to residents. Outreach to adjacent property owners was also conducted during this period. These coordination efforts temporarily paused project development while alternatives, property impacts, and the overall project approach were reviewed. As a result, both design and environmental activities experienced schedule impacts. Further schedule delays arose during utility verification and potholing after discrepancies were identified between existing utility records and actual field conditions along portions of the corridor.

Additional coordination and analysis were required to determine the necessary utility adjustments and evaluate potential project impacts before advancing final design tasks. Despite these delays, the project continues to progress. Environmental clearance under CEQA and National Environmental Policy Act (NEPA) has been completed; utility verification activities are ongoing; and RW acquisition and final

PS&E development are underway. The requested extension is necessary to provide the City with sufficient time to complete the remaining project development activities.

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: 11  
Applicant: County of Yolo  
County: Yolo  
District: 03  
PPNO: 5609  
Allocation Amount: \$8,725,000  
Phase: Construction  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **CR 98 Safety and Bicycle Improvement - Phase 2 project**

The County of Yolo (County) requests a 20-month time extension for the period of project allocation for the CON phase of the CR 98 Safety and Bicycle Improvement - Phase 2 project. The County experienced unforeseen delays during the RW phase.

The project proposes to widen the road, construct eight-foot paved shoulders, roundabouts, and connect the University of California, Davis, to an existing Class I Bikeway.

The RW phase took longer than originally projected due to necessary coordination with existing Farmland Conservation Easements (Easements) on four parcels designated for acquisition. These Easements were funded by the United States Department of Agriculture, Natural Resources Conservation Service (NRCS), which retains an interest and must authorize any modifications. Given the overall acquisition costs, NRCS mandated that the County replace the impacted Easements with new easements of equal or greater size. The County has been working closely with Yolo Land Trust (YLT) to identify suitable properties for the replacement of an Easement. However, finding a property owner willing to accept an Easement on their land has been a major challenge, resulting in project delays. Through continued collaboration, YLT and NRCS have reached an agreement. Instead of the County continuing its search for a willing property owner, it will provide funds to YLT for this purpose. YLT will then facilitate the purchase of an Easement on an appropriate property as it becomes available. With this arrangement in place, the County is now able to move forward with the acquisition of parcels subject to Easements.

In addition, staff have observed that farmers are often reluctant to negotiate during the summer, which is a busy period for them. As a result, ongoing coordination has extended the anticipated RW acquisition schedule. Recognizing this, the County proposes the following to secure the remaining RW required for the project's success. In summary, acquisitions will continue through the summer of 2026. The team is actively working on the acquisition of 12 properties, which are in various stages of acquisition. Eight properties are in the early to mid stages of negotiations; two properties require a temporary construction easement; two property owners have agreed to the terms of purchase; and three properties have been acquired. It's anticipated that the acquisition team will be able to apply the knowledge gained from the first property acquisitions to acquire the remaining properties by early 2028.

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: 12  
Applicant: Metropolitan Transportation Commission  
County: Alameda  
District: 04  
PPNO: 2355  
Allocation Amount: \$4,356,000  
Phase: Construction  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **Bay Skyway Phase 1 - West Oakland Link project**

The Metropolitan Transportation Commission (Agency) requests a 20-month time extension for the period of project allocation for the CON phase of the Bay Skyway Phase 1 - West Oakland Link project. The Agency experienced unforeseen delays during the RW phase.

The project proposes to construct a separate multi-use path between the West Oakland community and the multi-use path leading to the East Span of the San Francisco Bay Bridge.

Project progress was adversely affected by delays in the PA&ED process that were neither foreseeable nor within the Agency's full ability to mitigate. Approval of the NEPA document and the Project Study Report–Project Report (PSR-PR) by the Department was significantly delayed, adding a combined 25 months to the overall project delivery schedule. Although NEPA approval was issued in May 2024, additional Departmental review time was required to evaluate and approve design exceptions for nonstandard features as part of the PSR-PR process. As a result, advancement into the RW phase was postponed, preventing the Agency from initiating outreach and negotiations with affected property and business owners, activities that are on the project's critical path.

Since approval of the PSR-PR in February 2026, the Agency has actively engaged affected property and business owners to communicate the project's RW needs. The Agency and its design consultants continue to meet regularly with stakeholders to discuss concerns and, where feasible, refine the Link design to minimize impacts. RW outreach and coordination will continue until agreements are secured. These ongoing efforts are intended to reduce risks associated with RW acquisition and help maintain the project schedule following approval of this extension request. Although the project is currently anticipated to be advertised in February 2027, the Agency acknowledges the complexities and potential risks inherent in RW negotiations and acquisitions. To account for uncertainties that may arise during this process, additional time is needed to ensure the project can be delivered successfully.

Therefore, the Agency 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: 13  
Applicant: City of Santa Barbara  
County: Santa Barbara  
District: 05  
PPNO: 1834B  
Allocation Amount: \$4,189,000  
Phase: Construction  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **Cabrillo Boulevard Pedestrian Improvements project**

The City of Santa Barbara (City) requests a 20-month time extension for the period of project allocation for the CON phase of the Cabrillo Boulevard Pedestrian Improvements project. The City experienced unforeseen delays during the coordination with the Union Pacific Railroad (UPRR).

The project proposes to replace UPRR undercrossing and construct a new, longer, and wider bridge that would accommodate new pedestrian and bicycle improvements as well as vehicle lanes.

The project has experienced delays in advancing toward delivery due to UPRR design and reviews, and RW issues. UPRR has made numerous design changes and has not been responsive in its reviews of submittals to meet the original delivery timing requirements. The project team still has two remaining submittals requiring UPRR review before design can be finalized, a process that has already taken approximately eight months. Also, the project requires relocating or protecting fiber-optic utilities within the UPRR right of way. UPRR and the fiber utilities have not been cooperative in sharing as-built information. The City must now identify and locate utilities, review and determine protect-in-place strategies, and enter into utility agreements. This has resulted in a 9-month delay.

In addition, the project requires easements and permanent rights necessary for construction. The ability to initiate appraisals has been delayed due to ongoing design changes from UPRR. As a result, the City must now perform appraisals based on the revised design and comments, negotiate contracts with owners, make offers, and obtain approvals. The Ready-to-Advertise date is now anticipated for December 2027, with an allocation vote planned in January 2028, and award of the construction contract by July 2028. The City needs additional time to proceed accordingly.

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: 14  
Applicant: City of Los Angeles  
County: Los Angeles  
District: 07  
PPNO: 5960  
Allocation Amount: \$9,432,000  
Phase: Plans, Specifications, and Estimate  
Number of Months Requested: 6 Months  
Extended Deadline: 12/31/2026  
Department Recommendation: Support

**Valley Blvd multi-modal/safety improvements project**

The City of Los Angeles (City) requests a 6-month time extension for the period of project allocation for the PS&E phase of the Valley Blvd multi-modal/safety improvements project. The City experienced unforeseen delays during NEPA review.

The project proposes to construct a dedicated Bus Lane, a new class IV bike facility, local public park expansions, standard-width sidewalks, raised medians with green space, on-street parking, railroad quiet zones, curb modifications, and new street lighting.

The NEPA review was expected to finish by late 2025, pending completion of Section 106 of the National Historic Preservation Act. The Historic Property Survey Report underwent several revisions and received State Historic Preservation Office concurrence in August 2025. District 7 then instructed the consultant team to prepare a Finding of No Adverse Effect (FNAE), along with a Minor Phasing Plan for archaeological monitoring based on tribal concerns. The FNAE package was submitted in September 2025; however, during review, the Department's Cultural Studies Office unexpectedly required an Archaeological Survey Report (ASR). This added substantial scope and delayed progress, as District 7 had previously determined an ASR was unnecessary. After multiple reviews, the revised FNAE, now converted to a Finding of Effect, was completed and resubmitted in April 2026. These requirements extended Section 106 and NEPA schedule by roughly 10 months. The City needs additional time to proceed accordingly.

Therefore, the City is requesting a 6-month time extension for the period of project allocation for the PS&E phase from June 30, 2026 to December 31, 2026.

Project Number: 15  
Applicant: Orange County Transportation Authority  
County: Orange  
District: 12  
PPNO: 1304  
Allocation Amount: \$3,900,000  
Phase: Plans, Specifications, and Estimate  
Number of Months Requested: 20 Months  
Extended Deadline: 02/29/2028  
Department Recommendation: Support

### **OC Connect Santa Ana - Garden Grove Rails to Trails project**

The Orange County Transportation Authority (OCTA) requests a 20-month time extension for the period of project allocation for the PS&E phase of the OC Connect Santa Ana - Garden Grove Rails to Trails project. The OCTA experienced unforeseen delays due to negotiations between other stakeholders.

The project proposes to construct a gap closure on a Class I trail to connect the cities of Garden Grove and Santa Ana.

OCTA does not operate or maintain any active transportation facilities. Typically, local jurisdictions lead active transportation projects, while OCTA supports as a funding partner. As OCTA owns the Pacific Electric RW where the project is located, OCTA was best situated to pursue grant funds and help deliver the project. The grant application for the PA&ED was completed and submitted with the support and partnership of the Cities of Santa Ana and Garden Grove (Cities), and the Orange County Flood Control District (OCFCD). OCTA then worked with the cities and OCFCD to advance the PA&ED and PS&E phases of the project.

OCTA has experience delivering highway and transit projects while coordinating with multiple partners and acknowledged efficiencies for advancing this complex multi-jurisdictional project through the environmental and PS&E phases. Upon completion of the Environmental phase of the project, OCTA sought commitments from each city for the operations and maintenance of the facilities within their respective jurisdictions. Unexpectedly, the Cities became reluctant to negotiate a future operation and maintenance agreement with OCTA, delaying advancement of the PS&E phase of the project. All PS&E activities beyond environmental approvals remain outstanding and are subject to the extension request.

The timeline of events is as follows. In 2020, when OCTA applied for grant funding for the project, the Cities signed letters of partnership in support of the application to fund the PA&ED phase. Staff from the Cities also participated in the project team throughout the development of the PA&ED study. In early 2025, OCTA requested that the Cities assume the project's operations and maintenance responsibilities. Although OCTA completed the PA&ED phase, coordination with the Cities contributed to delays. In July 2025, OCTA sent letters to the Cities' Managers requesting that both jurisdictions enter negotiations to assume operations and

maintenance responsibilities for the Garden Grove portion of the trail. OCTA also met with elected representatives from the City of Garden Grove; however, no formal response was received. In September 2025, OCTA again contacted the Cities for an update, and the Cities indicated they would evaluate associated costs and provide a response.

In October 2025, OCTA followed up once more. The Cities reported continued hesitancy regarding a commitment to ongoing operations and maintenance. In December 2025, OCTA staff met internally to determine a path forward after the holiday season and prepared materials for a planned February 2026 meeting with the Cities. After receiving no response, OCTA met directly with elected officials to discuss the project and operations and maintenance needs. OCTA continued internal coordination and planning efforts and, ultimately, elected representatives indicated that the Cities would support the project. OCTA will continue seeking commitments from the Cities to negotiate an Operation and Maintenance Agreement for the facilities within their jurisdictions prior to advancing the project further. Due to the challenges OCTA encountered in coordinating with the Cities, including delayed responses and prolonged negotiations, OCTA needs additional time to proceed accordingly.

Therefore, the OCTA 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.