

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25-26, 2026

From: STEVEN KECK, Chief Financial Officer

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

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURE FOR LOCALLY-ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECTS, OFF THE STATE HIGHWAY SYSTEM, PER ATP GUIDELINES WAIVER 26-135**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for 21 locally-administered Active Transportation Program (ATP) 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 development expenditure for 21 locally-administered ATP projects, for the time periods as identified in the attachment.

BACKGROUND:

In August, October, and December 2023; and March, May and June 2024, the Commission allocated \$17,293,000 for 21 locally-administered ATP projects. In accordance with ATP Guidelines (Guidelines), the deadline for expenditures for these projects is June 30, 2026. The responsible agencies have been unable to complete the project components per the Timely Use of Funds (TUF) policy. The attachment describes the details of the projects and the explanations for the delay.

Current Guidelines, adopted by the Commission, stipulate that the funds programmed for all components of local grant projects are available for expenditure only until the end of the second fiscal year following the year of allocation. The Commission may approve a waiver to the TUF deadline, one-time only, for up to 12 months.

Attachment

**Time Extension/Waiver – Project Development Expenditure
 Active Transportation Program**

Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
1	City of Redding	Victor Improvement Project	02-2632A	PA&ED	8	02/28/2027	\$700	\$168	In June 2025, the project received a 20-month project allocation time extension for the Plans, Specifications, and Estimate (PS&E) phase due to environmental delays and design coordination with a separate adjacent ATP project. There were revisions needed to cultural studies that were required by a federal Programmatic Agreement for Section 106. To date, the City has completed topographic survey, submitted the Preliminary Environmental Study, has reached 30 percent design, and completed a Request for Proposal for an environmental consultant to complete planning and permitting. The City anticipates receiving National Environmental Policy Act (NEPA) clearance by December 2026 and completing the Project Approval and Environmental Document (PA&ED) phase by February 2027.
2	City of Sacramento	Franklin Boulevard Complete Street – Phase 3	03-2221	PS&E	12	06/30/2027	\$1,157	\$1,149	The Right of Way (RW) phase for the project was allocated in June 2025; however, initiation of right of way activities was delayed due to the identification of unanticipated and complex property impacts during final design development. These impacts were not fully known at the time of programming and include a higher-than-expected number of encroachments within the City's right of way, as well as conflicts affecting private improvements. Specifically, the project requires approximately 15 temporary construction easements and 3 partial acquisitions to accommodate Americans with Disabilities Act (ADA) curb ramp improvements and associated roadway upgrades. During PS&E development, it was determined that several properties' fencing, gates, landscaping, irrigation systems, and parking encroach into the public right of way. These conditions require additional coordination, redesign, and negotiation to avoid or minimize impacts on property owners and business operations. In addition, unforeseen utility conflicts were identified during design, requiring further engineering analysis to evaluate alternatives that could avoid or reduce costly relocations. The project design needs to extend for the duration of right of way to incorporate RW Certification and final design adjustments. Right of way activities anticipated to begin in June 2026 and once complete, the PS&E phase of the project can be finalized.
3	City of Citrus Heights	Old Auburn Road Complete Streets - Phase I	03-5401	PS&E	12	06/30/2027	\$914	\$527	The project experienced procedural delays, that were outside of the City's control, including extended coordination with the Department's Independent Office of Audits and Investigation for financial contract approvals, and traffic count requirements resulting in delays to federal and State environmental clearance. The City and consultant team have completed 65 percent design plans and estimates, utility conflict, relocation exhibits, and property owner impact exhibits. The City is currently progressing to 90 percent plans. The City needs additional time to complete the PS&E phase. There is a concurrent project development expenditure time extension for the RW phase under this same item on this month's Commission agenda.

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Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
4	City of Citrus Heights	Old Auburn Road Complete Streets - Phase I	03-5401	RW	12	06/30/2027	\$592	\$592	The project experienced project delays due procedural delays, that were outside of the City's control, including, extended coordination with the Department's Independent Office of Audits and Investigation for financial contract approvals, traffic count requirements resulting in delays to federal and State environmental clearance. The City is currently progressing with utility coordination and agreements, right of way appraisals, and private owner negotiations. The RW phase funds are planned to be used for utility relocation costs, land surveying documents, and the cost of property acquisitions. Specific relocation dates must be coordinated concurrently with the project and with property acquisitions, primarily temporary construction easements, which must be tied to specific construction schedule limits. The lack of committed construction funds limits the City's scope related to required utility agreements. The City is currently pursuing grant funding sources such as Local Highway Safety Improvement Program (HSIP) and regional grant programs. There is a concurrent PS&E project development time extension under this same item on this month's Commission agenda.
5	City of Citrus Heights	Arcade Cripple Creek Extension	03-5422	PA&ED	12	06/30/2027	\$500	\$413	The project experienced delays due to concerns identified with the initial trail alignment and bridge conflicts with flow. The City issued the Request for Proposals in January 2025 and made a project consultant selection in July 2025. The original scope of work included two alternatives, which anticipated slight variations between the two alignment options. However, during development, in March 2026, there were concerns that identified conflicts with water flow with the initial trail alignment and bridge. It was determined that a better, cost-effective and environmentally compatible "no bridges, retaining wall" alternative should be explored. This necessitated development of two very different detailed alternatives and additional Federal Emergency Management Agency modeling and stakeholder coordination, particularly with the Sunrise Recreation and Park District. In addition, in November 2025 the City notified local tribes for an opportunity to consult under Assembly Bill 52. However, site visits did not occur until March 2026 due to weather and holiday schedule conflicts. These visits are scheduled to be concluded in May 2026, after the seasonal rain period has ended. This significantly extended beyond what was originally anticipated. These delays have also resulted in a delay of community engagement and particularly creation of the exhibits for the one-on-one communication with affected property owners and stakeholders along the trail corridor. The City anticipates completing the modeling by October 2026 and public engagement by February 2027. The City expects to have environmental clearance by June 2027. There is a concurrent project allocation time extension for the PS&E and RW phases on this month's Commission agenda.

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Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
6	Town of Paradise	Go Paradise: Pentz Student Pathway	03-6123	PS&E	12	06/30/2027	\$150	\$122	The Town project has experienced delays to the PS&E phase due to extensive coordination with Pacific Gas and Electric (PG&E) on a major underground project. As part of a townwide utility undergrounding effort, PG&E is installing a joint trench along the alignment ahead of this project. Extensive coordination during design and construction has been required, to ensure utility conflicts are avoided. To date the Town has been working with PG&E to install utilities underground townwide. This undergrounding project is more complicated, as there is an existing high priority gas transmission line running along the related ATP Go Paradise: Neal Gateway Project alignment (PPNO 6127). PG&E anticipates completion in the fall of 2027. There is a concurrent project development expenditure time extension for the RW phase and a project allocation time extension Construction (CON) on this month's Commission agenda.
7	Town of Paradise	Go Paradise: Pentz Student Pathway	03-6123	RW	12	06/30/2027	\$1,948	\$1,531	The Town has experienced delays to the RW phase due to the addition of new leveraging federal funds via Housing & Urban Development (HUD) Community Development Block Grant-Disaster Recovery (CDBG-DR) program, an increase in the number and complexity of property acquisitions and extensive coordination with PG&E on a major underground project. In June 2024, the Town received HUD CDBG-DR funding which required additional NEPA environmental compliance requirements, delaying the start of the RW phase by seven months. Outreach and coordination have been delayed due to the impacts of the 2018 Camp Fire. Affected property owners are still experiencing a variety of unique challenges in recovery. Lastly, as part of a townwide utility undergrounding effort, PG&E is installing a joint trench along the alignment ahead of our project. Extensive coordination during design and construction has been required, to ensure utility conflicts are avoided with our project. The Town is currently in right of way negotiations and has settled several acquisitions, including payment and recording deeds. There is a concurrent project development expenditure time extension for the PS&E phase and a project allocation time extension CON on this month's Commission agenda.

Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
8	City of Santa Cruz	Santa Cruz Rail Trail Segment 8 and 9 Construction	05-2835A	RW	12	06/30/2027	\$500	\$409	The project experienced project delays due to revised cost estimates for the original alignment of the segments. In 2024 a report commissioned by the Santa Cruz County Regional Transportation Commission, that a 16 million funding shortfall was identified that cannot be accommodated by local funding sources. In response, the project has undergone extensive value engineering, resulting in the development of an alternative alignment that achieves the original project objectives while addressing part of the funding shortfall. The City began working with the Department on an alternative alignment in September 2025, and action is anticipated in late 2026. Implementation of the revised alignment may require additional right of way acquisition at key intersections, which means that supplemental funding will still be necessary. The identified funding gap has resulted in a minimum 12-month delay to the overall project schedule. The City is working closely with the County of Santa Cruz, the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Association of Monterey Bay Area Governments to seek additional grant funding opportunities. SCCRTC has secured Better Utilizing Investments to Leverage Development grant funding from the Federal Highway Administration to address this funding shortfall. Furthermore, surveying and title investigation activities conducted along Segment 8, determined that certain portions of the roadway are under private ownership and fall outside the City's existing right of way, contrary to prior assumptions. The affected parcels are remnants of a former railroad corridor, and associated title research has proven more complex than standard private property evaluations. The parcels on the railway corridor were not a part of the original right of way plan. The City needs additional time to resolve these issues.
9	City of King City	San Antonio Drive Path & Safe Routes to Schools	05-3131A	PA&ED	8	02/28/2027	\$350	\$118	The City is in the process of completing the Historic Property Survey Report and Archeological Survey Report to complete NEPA requirements. The City expects to complete both reports by the fall of 2026. In addition, in March 2025 the City received California Environmental Quality Act (CEQA) clearance. The City needs additional time to complete the reports and obtain environmental clearance and request PS&E and RW allocation by the February 2027 deadline.
10	Fresno County	Del Rey Sidewalk Project	06-8026	PS&E	12	06/30/2027	\$417	\$252	The project experienced delays due to several coordination and design challenges which has delayed completion of the PS&E phase. These include ongoing coordination with the Del Rey Elementary School (DRES) to finalize improvements in the vicinity of the campus, such as the bulb-out ramp design. There are extensive community outreach and engagement required due to substantial encroachments within the project area, including fences, trees, planters, and carpools. Designing ADA-compliant sidewalks and parking stalls has also been challenging due to existing constraints within the commercial corridor along Morro Avenue. This area is part of an older section of the community and features varying building entrance elevations, which limit design flexibility and complicate compliance with ADA requirements. Additional delays have resulted from coordination with the Del Rey Community Services District (DRCSD), which oversees water and sewer operations. Their recent water pipeline and meter replacement projects required further review and integration with the proposed ATP project improvements. The remaining items to finalize are the designs for the bulb-out curb ramps near the school, the ADA parking stalls, three grade matches, and slope confirmation. There is a concurrent RW project development expenditure time extension under this same item on this month's Commission agenda.

Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
11	Fresno County	Del Rey Sidewalk Project	06-8026	RW	12	06/30/2027	\$61	\$23	The project experienced delays due to several coordination and design challenges. Required changes and modification impacts the RW phase. These include ongoing coordination with the DRES to finalize improvements in the vicinity of the campus, such as the bulb-out ramp design. There are extensive community outreach and engagement that has been required due to substantial encroachments within the project area, including fences, trees, planters, and carports. Designing ADA compliant sidewalks and parking stalls has also been challenging due to existing constraints within the commercial corridor along Morro Avenue. This area is part of an older section of the community and features varying building entrance elevations, which limits design flexibility and complicates compliance with ADA requirements. Additional delays have resulted from coordination with the DRCSD, which oversees water and sewer operations. Their recent water pipeline and meter replacement projects required further review and integration with the proposed improvements. The remaining items to finalize are the designs for the bulb out curb ramps near school, the ADA parking stalls, three grade matches, slope conformation, and RW Certification. There is a concurrent PS&E project development expenditure time extension under this same item on this month's Commission agenda.

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Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
12	City of Selma	Selma Branch Canal Parkway Project	06-8078	PS&E	12	06/30/2027	\$384	\$284	The project experienced project delays with the preliminary design of the trail. The trail was proposed to be constructed over the existing open Selma Branch irrigation canal. To accommodate the trail in that location, the City coordinated with Consolidated Irrigation District (CID) to obtain support for undergrounding the portion of the canal needed for the trail improvements. On November 14, 2022, CID provided a letter of support to the Fresno Council of Governments agreeing to the concept of fully piping and undergrounding the Selma Branch Canal. Based on that support, the City moved forward with the project application, which proposed the use of a 60-inch reinforced concrete pipe to underground the canal. After the preliminary layout was developed in February 2025, the City met with CID where the CID raised new concerns regarding the design flow assumptions for the canal. CID indicated that the design flow should be increased by approximately 50 percent to account for the City's stormwater discharge into the canal which requires a larger reinforced pipe that is not a standard size. Based on CID's requirements and the updated pricing for large-diameter reinforced concrete pipe, it was determined that undergrounding the entire canal to construct the trail in its original location was no longer financially feasible. In July 2025, the City proposed a revised trail alignment that would place the trail along the bank of the canal rather than over an undergrounded canal. In October 2025, CID requested additional changes which the City resubmitted an amended layout in February 2026. In April 2026, CID notified the City that the board had approved the preliminary design concept and agreed to allow the project to move forward. Additionally, the CID Board required a Common Use Agreement between the City and CID. The agreement allows the City to use the canal bank for the trail, while allowing CID to continue using the same area for canal maintenance access. Due to these delays, the right of way clearances could not be finalized. While the project will now include right of way acquisition, the affected areas are located within previously disturbed areas associated with existing storm drain basin improvements and the adjacent residential subdivision that this project is intended to connect to. The City can proceed with finalizing PS&E and addressing the project's right of way needs. The City anticipates it will be six months to finalize right of way and an additional six months to finalize the PS&E.

Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
13	City of Los Angeles	RTS Berendo Middle and 3 Feeder Elementary Schools Safety Project	07-5864	PS&E	12	06/30/2027	\$1,588	\$1,480	The City is currently coordinating with agency partners and evaluating multiple project elements that include traffic related pedestrian improvements (traffic circles, traffic slip closures for pedestrian plazas, raised crosswalks). The Los Angeles Department of Transportation (LADOT) will need to evaluate traffic related pedestrian elements since traffic circles are proposed in narrow and skewed intersections which require analysis of vehicle turn tests. The project application calls out improvements on isolated corners of an intersection in which case City staff will need additional time to determine if remaining corners are Americans with Disability Act compliant. Further collaborative coordination is needed with Los Angeles Metro, LADOT, and the City Bureau of Engineering to discuss three concurrent projects that have overlapping project limits and scope. The City is also coordinating with the local school district to ensure minimal disruption during project implementation. In addition, the project needs to be reviewed to ensure project elements are adhered to the newly passed Measure Healthy Streets LA initiative (HLA) requirements. Lastly, upcoming community meetings are also predicted to cause delays to the design as community members and school staff review the project details. The City needs additional time to address these issues and incorporate the appropriate design elements.
14	Los Angeles County	Metro A Line Connections for Unincorporated Los Angeles County	07-6039	PA&ED	12	06/30/2027	\$810	\$729	The County is currently performing assessments of the existing sidewalks for repairs, trees for removal/replacement, and locations for new trees. Additional reviews to identify impacts to signalized intersections, pavement, intersection geometry, and right of way are also required and will not be done until the road survey is completed. The tree and sidewalk assessment is expected to be completed by June 2026, road survey by December 2026, finalize by March 2027, and complete the CEQA determination by June 2027. There is a concurrent project allocation time extension for the PS&E and RW phases on this month's Commission agenda.
15	Los Angeles County	Rosewood/West Rancho Dominguez Vision Zero Traffic Safety Enhancement Project	07-6157	PA&ED	12	06/30/2027	\$766	\$508	Before preliminary design began, the County performed a topographic survey for the project. After the survey was completed, it was found that several locations initially planned for improvements were not feasible. As a result, CEQA clearance was delayed. The project required extensive re-scoping due to findings in the field and a conflict with another County project. In March 2026, the County began working with the Department on a scope adjustment request. The environmental assessment will be completed once revised preliminary plans are developed with enough information to confidently assess the project's environmental impacts. The County conducted additional outreach on March 14, 2026, and March 27, 2026. The County received positive feedback on the proposed bicycle facilities and road reconfigurations. The County anticipates final scope and preliminary plans to be completed by October 2026, the environmental finding and PDPR will be completed by December 2026. The County needs additional time in the event there are issues finalizing the scope and environmental finding. There is a concurrent project allocation time extension request for the CON phase on this month's Commission agenda.

Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
16	City of Barstow	Pedestrian, Bicyclist, and Safety Improvements	08-1296	PA&ED	12	06/30/2027	\$622	\$143	In June 2024, the City received approval for the project's PA&ED phase allocation. Unfortunately, after allocation, the project manager retired causing a delay to the start of the project. The City has since prepared all documents for bid solicitation and has planned to advertise by October 2026. This will allow for the environmental clearances to be completed by the extended deadline. In addition, the programming for construction funding was approximately four million dollars lower than the requested amount, however the outputs remained the same. Significant cost escalation driven by inflation in materials, labor, and fuel has created a funding gap that currently exceeds the City's available resources. This has affected the progress pace of the project as the City met with the Department and internal City management on how to proceed. The City resolved to satisfy the funding gap with a project already in progress that can absorb some of the outputs and potentially positively impact the progress of the PA&ED phase. The City has reviewed its outstanding Capital Improvement Program projects current and forecasted and is confident the project can be completed within the requested extension period. There is a concurrent project allocation time extension for the PS&E phase on this month's Commission agenda.
17	City of Rialto	Rialto Pacific Electric Trail Extension	08-1297A	PA&ED	12	06/30/2027	\$185	\$40	The project experienced project delays due to unforeseen delays associated with additional cultural resource requirements necessary to achieve NEPA clearance. In October 2025, the Department required expanded cultural documentation and supporting technical studies, which includes an Archaeological Survey Report, a Historic Architecture Evaluation Report, and updates to filings with the California State Parks Office of Historic Preservation to support NEPA clearance. This extended review required additional coordination, contributing to the delay of the project. Additionally, the project is located within a former rail corridor and requires coordination with Union Pacific Railroad and the San Bernardino County Transportation Authority. The project required development of a soil management approach to address potential contamination within the rail corridor, including evaluation of a contamination capping strategy. This effort required additional analysis, coordination, and refinement of design elements. The City is actively working with the Department to complete environmental clearance and is requesting additional time to allow full expenditure of PA&ED funds. There is a concurrent project allocation time extension amendment for the PS&E phase, and a project allocation time extension for the CON and CON Non-Infrastructure phases on this month's Commission agenda.

Project Number	Agency Name	Project Title	District PPNO	Phase	Requested Months	Extended Deadline	Amount (1000s)	Balance (1000s)	Justification
18	City of Lemon Grove	Connect Main Street Phases 2 and 3	11-1524	PS&E	12	06/30/2027	\$374	\$374	In January 2024, the City suffered significant damage from unprecedented storms, resulting in Governor Newsom declaring a State of Emergency. The City's approved list of projects in April 2024 amounted to approximately \$1.5 million in unplanned capital projects. In response, the City redirected staff and resources to complete three critical storm drain repair projects necessitated by the event. These projects were substantially completed on September 16, 2025 and February 17, 2026, with one additional project currently in the closeout phase. As a direct result of the emergency response and recovery efforts, significant staff commitment required, temporarily interrupting progress on the PS&E phase of the project. Additionally, during this same period, the City faced staffing limitations, with a single staff member serving as project manager for multiple capital improvement and grant-funded projects. This includes managing the construction of separate Connect Main Street projects/phases that were completed in January 2026. The development of the Connect Main Street Phases 2 and 3 could not begin until the other project phases were completed to ensure proper design integration and compatibility for project alignments. The project's initial concepts are expected to be modified resulting in a revised concept design. Consequently, staff anticipates preparing an amendment to the original CEQA document to be completed in January 2027. The PS&E phase of the project is anticipated to begin in March 2027. There is a concurrent project allocation time extension for the CON phase on this month's Commission agenda.
19	City of Lemon Grove	Connect Main Street Phases 4 thru 6	11-1525	PA&ED	9	03/31/2027	\$115	\$115	In January 2024, the City suffered significant damage from unprecedented storms, prompting Governor Newsome to declare a State of Emergency. The City's approved list of projects in April 2024 amounted to approximately \$1.5 million in unplanned capital projects. In response, the City redirected staff and resources to complete three critical storm drain repair projects necessitated by the event. These projects were substantially completed on September 16, 2025 and February 17, 2026, with one additional project currently in the closeout phase. As a direct result of the emergency response and recovery efforts, significant staff commitment required, temporarily interrupting progress on the PA&ED phase of the project. This includes managing the construction of separate Connect Main Street projects/phases that were completed in January 2026. The development of the Connect Main Street Phases 4 through 6 could not begin until the other project phases were completed to ensure proper design integration and compatibility for project alignments. The project's initial concepts are expected to be modified resulting in a revised concept design. Consequently, staff anticipates preparing an amendment to the original CEQA document to be completed in January 2027.

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20	San Diego Association of Governments	Bayshore to Imperial Bikeway: Connecting Regional Bikeways	11-1529	PA&ED	12	06/30/2027	\$4,614	\$4,569	This project was first identified in San Diego Association of Government's (SANDAG) 2009 Riding to 2050 Regional Bike Plan. A cost and feasibility report was developed in 2013. Since then, alignment alternatives have been studied, and a Project Study Report was developed. Local agencies in the project area have recently adopted active transportation plans which provide an opportunity for the project to be consistent and coordinated with city plans and projects. In March 2026, SANDAG selected a consulting team familiar with the study area and the projects to leverage that experience for efficiency. Remaining work to be completed includes continued outreach and engagement for the final 10 percent design concepts by November 2026, technical memos and hearings as needed for CEQA determination in March 2027, 30 percent design approval and CEQA clearance by the end of June 2027.
21	San Diego Association of Governments	Bridging the North Park/Mid-City Gap: Robinson Bikeway	11-1532	RW	12	06/30/2027	\$546	\$532	The project experienced delays due to changes in jurisdictional regulation with ADA compliance and utility relocation coordination with San Diego Gas and Electric (SDG&E) and the City of San Diego (City) Public Works Department. In November 2020, it was discovered that gas mains with overhead power lines needed to be relocated due to conflicts with the proposed foundation for the bicycle path bridge and to avoid constructability issues. SANDAG contacted SDG&E in March 2021. Franchise utilities require re-evaluation of proposed improvements and conflict check when projects have been inactive over 12 months. Citywide unexpected new ADA requirements also delayed the project. The city imposed stringent accessibility standards on the curb ramps at every curb return within the project footprint which would require SANDAG to acquire additional right of way. SANDAG must re-initiate the design coordination and conflict check with SDG&E and other franchised utilities. SANDAG needs additional time to determine the full extent of utility relocation needs, perform utility design and obtain utility agreements, perform appraisals, independent reviews, and initiate offers.