

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8c.(3), Action Item

Prepared By: Jaime Espinoza, Chief (Acting)
Division of Financial Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A STATE-ADMINISTERED MULTI-FUNDED SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM, SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (COMPETITIVE), AND STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT, ON THE STATE HIGHWAY SYSTEM, PER SB 1 TCEP, SB 1 LPP (COMPETITIVE), AND STIP GUIDELINES WAIVER 26-170**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the State-Administered, multi-funded Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP), SB 1 Local Partnership Program (LPP) (Competitive), and State Transportation Improvement Program (STIP) State Route 55 Corridor Improvements from I-405 to I-5 project (PPNO 3470), in Orange County, for the time period as identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission extend the period of project completion for State-Administered multi-funded SB 1 TCEP, SB 1 LPP (Competitive), and STIP State Route 55 Corridor Improvements from I-405 to I-5 project (PPNO 3470), in Orange County, for the time period as identified in the attachment.

BACKGROUND:

In October 2021, the Commission allocated \$220,000,000 for the Construction phase of the State-Administered multi-funded SB 1 TCEP, SB 1 LPP (Competitive), and STIP State Route 55 Corridor Improvements from I-405 to I-5 project (PPNO 3470). As part of the allocation request, the Commission approved an additional 16 months beyond the 36-month Timely Use of Funds deadline, for a total of 52 months. The project was awarded in May 2022.

The Department is requesting a time extension to complete construction. The attachment shows the details of the project and the delays that have resulted in the time extension request.

Current SB 1 TCEP, SB 1 LPP (Competitive), and STIP Guidelines stipulate that the agency implementing a project request a time extension if the project will not be completed within 36 months after award. The Commission may approve a waiver to the timely use of funds deadline, one-time only, for up to 20 months.

Attachment

**Time Extension/Waiver – Project Completion for
Multi funded SB 1 TCEP, SB 1 LPP (Competitive), and STIP**

Project Number: 1
Applicant: Department of Transportation
County: Orange County
District: 12
PPNO: 3470
EA: 0J340
Route: 5 and 55
Allocation Amount: \$220,000,000 (TCEP: \$115,000,000, LPP (Competitive): \$25,000,000, and STIP: \$80,000,000)
Phase: CON/CON Support
Allocation Date: 10/14/2021
Allocation Resolution: TCEP-A-2122-04, LPP-A-2122-05, and FP-21-32
Award Date: 05/27/2022
Number of Months Requested: 20 Months
Extended Deadline: 05/31/2028
Department Recommendation: Support

State Route 55 Corridor Improvements from I-405 to I-5 project

The Department requests a 20-month time extension to complete the Construction (CON) phase for the State Route 55 Corridor Improvements from I-405 to I-5 project. The Department has experienced unexpected delays in completing construction. After the October 2021 Commission meeting, the project was combined with State Highway Operation and Protection Program (SHOPP) project EA 0G950/PPNO 3483 for construction under EA 0J34U. At the time of allocation, the project received an additional 16 months for project completion beyond the 36-month Timely Use of Funds deadline.

The project is located in the cities of Santa Ana and Tustin, from the Dyer Road onramp to the Edinger Avenue offramp. The project will construct a northbound auxiliary lane.

Additional time is needed for the combined project EA 0J34U. The project encountered a series of significant, cascading delays across utility and Right of Way (RW) coordination, adverse weather conditions, and construction staging impacts that severely impacted the critical path.

The initial project timeline was extended by approximately five months due to prolonged third-party utility coordination. Overhead power lines owned by Southern California Edison and water lines managed by the City of Santa Ana required unexpected permitting, engineering reviews, and extensive negotiations before construction could safely proceed around them. During the winter of 2022-23, Southern California experienced an unusually prolonged rainy season that exceeded historical normal levels. Heavy rains from January to March 2023 caused saturated soil conditions, site flooding, and unsafe working environments. To comply with safety protocols and prevent erosion, the Department had to issue 40 non-working days on controlling operations, effectively halting excavation, concrete pouring, and equipment mobilization for 2 months.

The most critical impact to the project schedule involved RW constraints, specifically securing a Temporary Construction Easement (TCE) adjacent to the northbound mainline between bridges within Dyer Road and Warner Avenue. This area was scheduled to be available to the contractor in January 2023 for initial construction staging, while simultaneously building the outside northbound lanes before shifting traffic. However, the TCE could not be secured for 41 months, finally becoming available in May 2026. To mitigate a total standstill, the Department allowed the contractor to re-sequence operations, shifting resources from roadway crews to structure crews to focus on secondary stage work at the Dyer Road Bridge and other available areas. While this re-sequenced approach kept crews utilized, building around the missing TCE added significant complexity and lengthened the overall duration of the contract.

Additionally, prolonged negotiations with adjacent property owners and local agencies regarding site access and project impacts extended construction timelines by an additional three to four months.

These cumulative RW, weather, and utility delays severely compressed the remaining windows for high-impact activities, such as final bridge construction and paving. While the team implemented enhanced traffic management plans and real-time monitoring to maximize the remaining lane-closure windows, the project requires a time extension to successfully complete the remaining critical path work in a safe and compliant manner. There is a concurrent time extension for CON completion for the SHOPP project on this month's Commission agenda.

Therefore, the Department is requesting a 20-month time extension to allow sufficient time to complete construction activities from September 30, 2026 to May 31, 2028.