

State of California  
Business, Transportation and Housing Agency  
Department of Transportation

PROJECT BUSINESS MATTERS  
Extension Request – Project Allocation  
Action Item

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CTC Meeting: March 28-29, 2001

Agenda Item: 2.8a.(2)

*Original Signed By* \_\_\_\_\_  
W. J. EVANS, Deputy Director  
Finance  
March 1, 2001

**WAIVER REQUEST – CTC RESOLUTION G-00-20**

**CTC STIP GUIDELINES**

**SECTION 65 – TIMELY USE OF FUNDS**

**LOCAL STREETS AND ROADS PROJECTS**

**WAIVER-01-07**

**ISSUE**

Resolution G-00-20, *STIP Guidelines*, adopted by the California Transportation Commission (CTC) on July 19, 2000, stipulates that funds programmed for all components of local grant projects are available for allocation only until the end of the fiscal year identified in the State Transportation Improvement Program (STIP).

The 10 projects on the attached list were programmed in the STIP for Fiscal Year 2000-2001 with a June 30, 2001 allocation deadline. The project sponsors request extensions. The planning agencies concur.

**RECOMMENDATION**

The Department's recommendations are shown on the attachment.

**SUMMARY AND CONCLUSIONS**

The CTC has programmed \$19,473,000 in FY 2000-2001 for the 10 projects on the attached list. To date, the implementing agencies have been unable to allocate the funds. The attachment shows the details of each project and the delays that have resulted in the extension requests.

Attachment

**Time Extension - Allocation Deadline  
Item 2.8a – Local Street and Road Projects**

Proj. No	Extension Request (# of months)	Applicant/ Project/ PPNO	Program/ Year	Programmed Amount FY 00/01 (thousands)	Programmed Amount by Phase Requiring Extension	Local Agency Reason for Delay	Local Agency Extension Request	Caltrans Recommended Extension Date
1	20	City of Hanford  PPNO 6L07 Grangeville Blvd. Widening and Overlay from 10 <sup>th</sup> Ave. to SR 43	00/01	\$ 675	\$ 675,000 Construction	The environmental documents including technical studies for NEPA clearance were delayed. The CEQA categorical exemption determination was recorded 12/11/00 with Kings County. The NEPA categorical exclusion with required technical studies will be submitted soon. The City of Hanford requested and received time extensions to allocate PS&E (new deadline 12/31/00) and right of way (new deadline 6/30/01). A time extension is needed for the construction phase.	2/28/03	2/28/03
2	20	Glenn County  PPNO 0L48 Bridge Replacement on County Road Z, HBRR Match Project	00/01	\$121	\$121,000 Construction	When this project was originally proposed in 1992 and environmental review was initiated. However, original project funding was used for emergency road projects and it has been 8 years since the original environmental review commenced. The project has secured funding, but the level of environmental review has increased. A more detailed environmental review is now required. No construction can commence prior to environmental clearance. This unforeseen delay makes it necessary for the County to request a 20-month extension. The revised environmental clearance is expected Nov 2002 and the revised right of way certification date is Dec 2002.	2/28/03	2/28/03

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3	18	City of Chico PPNO 1L33 East Avenue Reconstruction between Ceanothus and Bidwell Vista Subdivision	00/01	\$1,800	\$1,800,000 Construction	The City has experienced unforeseen delays due to the complexities of the NEPA process. Several technical studies were required that were beyond the standard expertise of the City's planners. Although project design has proceeded timely, the environmental studies and public review periods have delayed the right of way portion of the project by approximately 14 months. The right of way phase is expected to take 1 year to complete. The City has secured a right of way consultant to begin work as soon as the environmental clearance is received. The public review period closed in January.	12/31/02	12/31/02
4	12	City of Sacramento PPNO 1L51 Extend 7 <sup>th</sup> Street in the City of Sacramento from E Street to North B Street	00/01	\$5,428	\$5,428,000 Construction	The location of this project is on Union Pacific Railroad (UPRR) property and crosses active railroad tracks. The Memorandum of Understanding between the City and UPRR called for UPRR to complete design of a grade-separated bridge by June 30, 2000. However, UPRR did not select a bridge design consultant until July 2000. Preliminary layout and configuration of the bridge was not provided to the City until August 25, 2000, therefore delaying the design. An additional delay was caused by UPRR's request that the City evaluate constructing a 4-lane facility as well as the planned 2-lane facility. City staff and their design consultant evaluated the feasibility of expanding the 2-lane facility to 4-lanes. Finally, in October 2000 a decision was made to proceed with the original 2-lane roadway project. A 12-month extension is needed to allow the City to complete design and acquire right of way prior to advertising the project.	6/30/02	6/30/02

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5	14	City of Pismo Beach PPNO 2055 Citywide Street Rehabilitation and Stabilization Projects	00/01	\$713  <b>\$500*</b>  * amount remaining to be allocated and requiring extension	\$713,000 Construction  (\$500,000 remaining to be allocated)	The City of Pismo Beach allocated \$213,000 of this project on 1/29/01 for the rehabilitation projects. The categorical exemption was filed 5/18/00. However, the roadway stabilization projects required extensive environmental processing prior to design. The City applied for and received a 14-month extension for the PS&E in June 2000. The City is currently preparing a mitigated negative declaration for the stabilization projects and hopes to a complete the extensive review process in the fall of 2001.	08/31/02	08/31/02
6	15	City of Madera PPNO 8803 Cleveland Avenue, Sharon Avenue – Raymond Road	00/01	\$746	\$746,000 Construction	Originally, street widening was planned within existing right of way. During the design and preparation of construction plans, it was determined that right of way acquisition for curb returns and left turn lanes is necessary. The EIR approval should be complete in June 2001. Right of way acquisition will take 6-9 months after EIR approval. Also, an underground utility district is planned and PG& E has advised that their work cannot be scheduled for construction until Fall 2002. These unforeseen circumstances require the City to request a time extension of 15 months.	9/30/02	Neutral
7	20	City of Hanford PPNO 6L12 10 <sup>th</sup> Avenue Construction from Hwy 198 to Grangeville Blvd.	00/01	\$4,000	\$4,000,000 Construction	Several factors necessitate the phasing of the construction of this project. Coordination is needed between the City, San Joaquin Railroad, Caltrans, & Kings County. Right of way acquisition is complete for phase I, while phases II and III still require acquisition of 4 parcels. The last four parcels will probably require use of eminent domain procedures. By phasing the construction, disruptions and inconvenience to motorists and businesses are minimized. The City is providing 25% of the funding for construction, as well as acquiring parcels with local funds estimated at \$1.3 million. This extension is necessary to allocate funds for the identified phases.	2/28/03	Neutral

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8	12	City of Montclair PPNO 9915S Addition of Second Platform to Montclair Transcenter	00/01	\$800	\$800,000 Construction	The City submitted a funding allocation request for PS&E in December 1999. This project was originally programmed as a Transit project. The local agency decided to go through FHWA, therefore, the program code had to be changed to Local Assistance prior to allocation. The City received a letter in June 2000 notifying them of the allocation approval. The City could not proceed with consultant selection until authorized. In late June 2000, new DBE requirements were introduced with a stipulation that DBE goals must be adopted prior to Oct. 1, 2000. The City submitted goals and was asked in November to provide the required 45-day public notice. When the 45-day period ended, the City began the recruiting process for a consultant for design. Further compounding the problem during this time was the need for the City to hire a new City Engineer. At this time the City is estimated to be 12 months behind schedule. A schedule has now been established and the design contract should be awarded in May 2001 at which time design will begin.	6/30/02	6/30/02

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9	12	City of Lancaster PPNO 2878 Ave. "G" Widening	00/01	\$4,642	\$34,000 Right of Way  *request is to extend <b>\$4,608,000</b> for the Construction component	This project is located in the Fox Filed Industrial Corridor (FFIC) area of the City of Lancaster. The FFIC project, including widening of Ave. G as proposed in this project, has already been environmentally cleared for CEQA as part of the FFIC Specific Plan and Final Environmental Impact Report which were adopted by the Lancaster City Council in May 1997. The City has used local funds for project development components of the project. The City was under the impression that the project is environmentally cleared. However, since federal funds are involved for right of way and construction, they have to comply with NEPA too. FHWA determined that an Environmental Assessment under NEPA is required for this project and notified the City through Caltrans. This circumstance was clearly unforeseen by the City and, therefore, the City requests a 12-month time extension in order to complete the Environmental Assessment.	6/30/02	6/30/02
10	12	City of Avenal PPNO 8509X Various Streets with the City of Avenal (combined PPNOs 8501-8509)	00/01	\$761	\$761,000 Construction	The City requests a time extension due to lack of staff to complete the project as originally scheduled. Avenal is a small city. Last year there was one staff person to oversee road construction projects. Another project was extended to this year and is now in process; however, the result is that these reconstruction projects are also delayed and will not meet the original deadline.	6/30/02	Neutral