

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: June 6-7, 2001

Agenda Item: 2.8a.(2)

Original Signed By

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June 1, 2001

WAIVER REQUEST – CTC RESOLUTION G-00-20

CTC STIP GUIDELINES

SECTION 65 – TIMELY USE OF FUNDS

LOCAL STREETS AND ROADS PROJECTS

WAIVER-01-32

ISSUE

Resolution G-00-20, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) 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 Commission has programmed \$26,448,000 in FY 2000-2001 for the 39 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. The project sponsors request extensions. The planning agencies concur.

RECOMMENDATION

The Department of Transportation's recommendations are shown on the attachment.

Attachment

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(2) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
PPNO	Project Description	R/W	CT Recommendation
Reason for Project Delay:			
1	Mendocino	\$0	14 months PS&E, 20 months CON
	Mendocino	\$166	
		\$0	8/30/02 PS&E, 2/28/03 CON
	PPNO: 4063 Ukiah Transit Center	\$28 \$194	Support – meets STIP guidelines
<p>The Mendocino Transit Authority (MTA) has experienced insurmountable obstacles in the property acquisition process for this project. MTA had negotiated property acquisition with NCRA for approximately 2 years. It was anticipated that the negotiations would be done over a year ago. However, due to circumstances beyond the control of MTA, negotiations were unsuccessful. An additional obstacle to property acquisition was the extraordinary cost associated with the relocation of two month-to-month tenants on the railroad property. Due to the use of federal funds, Relocation Assistance Program (RAP) guidelines must be followed, making that cost (estimated at \$1million) infeasible for MTA. On June 8, 2000, the MTA Board dropped the train station as a location for this intermodal terminal. Efforts to select a new location have been underway since that time. The transit center is greatly needed in Ukiah. On February 28, 2001, the MTA Board of Directors selected an alternate site for this project in north Ukiah. The change of location made it necessary to perform additional environmental work, additional right of way, and extensive additional PS&E, thereby delaying all components of the project. Due to the delays and changes in the project discussed above, MTA is requesting to extend PS&E by 14 months and Construction by 20 months. They are also requesting at this time to shift funds completely out of E&P (originally \$15,000), and adjust funding between the PS&E (originally \$15,000) and Construction (originally \$164,000) components resulting in \$166,000 programmed for PS&E and \$28,000 for Construction. The change in location has also necessitated a change in "Location and Project Limits" and "Project Description and Scope of Work".</p>			
2	Point Arena Mendocino	\$0 \$21	18 months
		\$88	12/20/02 for PS&E & R/W
	PPNO: 4060 Coastal Access Scenic Bikeway	\$194 – 2001/02 year \$303	12/30/03 for CON Support, meets STIP guidelines
	<p>Environmental Delay: Due to minor change in the bikeway route to avoid extreme sloped backing, cut, and fill of the existing ground to accommodate an appropriately sloped bikeway, more technical studies were required for this project than originally anticipated, resulting in delays. These include technical studies to determine potential impacts to endangered plants and animals that will require consultations with CA Dept of Fish and Game. A portion of the project may be located within the permitting jurisdiction of the Army Corps of Engineers. Also, scenic and historic resources must be evaluated.</p>		
3	Placer Co. Transportation Planning Agency Placer	\$0 \$248 \$565	12 months PS&E, 18 months R/W
		\$0	06/30/02 for PS&E 12/30/02 for R/W
	PPNO: 1L09 New Local Roads adjacent to SR 49.	\$813	Support, meets STIP guidelines
	<p>County staff has encountered delays in completion of the environmental studies related to hydrology – both Federally and by the State of California in the project area. The environmental documentation may be completed by May 31 which would allow the at-risk PS&E and ROW funds to be allocated at the June meeting. However, if additional studies and or a full environmental impact report (EIR) are necessary, the additional work will require a time extension of 12 months for PS&E and 18 months for ROW.</p>		

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(2) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount By Component (\$ in thousands) E&P PS&E R/W CON TOTAL	Number of Months Requested Extended Deadline CT Recommendation
4	Sacramento County Sacramento	\$0 \$0 \$0 \$4,332 \$4,332	18 12/31/02 Support, meets STIP guidelines
	PPNO: 0L25 Folsom Blvd. Widening Project – Sunrise Blvd. to Aerojet Rd.		
	<p>This request is due to unforeseen delays in receiving the required federal environmental clearance for the project. Final environmental clearance under CEQA was approved on June 13, 2000, and NEPA clearance was scheduled for approval in August 2000. However, the additional reviews required by federal agencies have delayed NEPA clearance beyond the previously scheduled date. Approval is not expected to be complete before the June 30, 2001 deadline for allocation of STIP construction funds. The County submitted the NEPA studies prior to CEQA clearance. In May 2000, FHWA requested a formal consultation with US Fish and Wildlife Service (USFWS). Two months later, USFWS responded to the request, rejecting a formal consultation and requesting additional study regarding the valley elderberry longhorn beetle. The County proceeded immediately with the requested additional studies and revisions to the biological resources study. The county completed and submitted the revised biological resources study in September 2000. Caltrans submitted the study to FHWA in October 2000, however, FHWA did not submit the report to USFWS until December 2000. USFWS did not respond to the study until March 2001. The USFWS response included a request for further study regarding the beetle. County staff completed the additional study and provided the requested information to USFWS in April 2001. USFWS and NEPA approval have not been obtained as of the submittal of this request. These delays involve circumstances beyond the control of Sacramento County and could not be foreseen at the time the project was programmed. The County wishes to avoid further delays to the construction of this project, and is prepared to request allocation for construction funds upon receipt of NEPA approval. The request of 18 months should provide sufficient time for federal agencies to complete this approval, however, the County desires to proceed much sooner than that if possible.</p>		
5	Sierra County Sierra	\$0 \$14 \$3 \$0 \$17	8 months PS&E, 12 months R/W 2/28/02 PS&E, 6/30/02 R/W Support, meets STIP guidelines
	PPNO: 1L27 Sierra Co. Bridge Replacement Goodyears Creek Rd. Bridge at Goodyears Creek		
	<p>Currently the project is in the E&P phase with the draft Natural Environmental Study (NES) completed and reviewed by Caltrans and the Forest Service, the Initial Site Assessment (ISA) completed and reviewed by Caltrans, and cultural studies and reports in progress. The Forest Service, following their review of the draft NES, has asked that an additional environmental study relating to birds be completed. Completion of the additional required study and associated report will cause a delay in the completion of the acquisition of the right of way beyond the end of the year 2001/2002. A public hearing and formal decision as to the preferred alternative is pending by the Board of Supervisors.</p>		
6	Sierra County Sierra	\$0 \$6 \$3 \$0 \$9	8 months PS&E, 12 months R/W 2/28/02 PS&E, 6/30/02 R/W Support, meets STIP guidelines
	PPNO: 1L28 Sierra Co. Bridge Replacement Sierra Buttes Rd. at REIS (Reese) Ravine Bridge		
	<p>This request is due to unexpected delays in obtaining environmental approval. Currently the project is in the E&P phase with a draft NES and ISA completed and reviewed by Caltrans, and cultural studies and reports in progress. A public hearing and formal decision as to the preferred alternative is pending by the Board of Supervisors. It is proposed to construct the Reis Ravine Bridge under the same construction contract as the Goodyears Creek Bridge, which due to a requirement by the Forest Service for an additional environmental study has requested a time extension to 2002/2003.</p>		

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Project #	Applicant County	Extension Amount			Number of Months Requested
		By Component (\$ in thousands)			
PPNO	Project Description	E&P	R/W	CON	Extended Deadline
		PS&E	CON	TOTAL	
Reason for Project Delay:					
7	Sierra County	\$0			14 months PS&E, 16 months R/W
	Sierra	\$14			
	PPNO: 1L29	\$0			8/31/02 PS&E, 10/31/02 R/W
	Sierra Co. Bridge Replacement Pearl St. Bridge at Downie River	\$24			Support, meets STIP guidelines
<p>Due to unexpected delays in completing the environmental process, resulting from a combination contractual problems with the environmental subconsultant to the prime consultant and the need to obtain clear community support for a preferred alternative, it is necessary to obtain a time extension for allocation of funds for the right-of-way and final design phases for the project. The contractual problems encountered with the environmental consultant, delayed the start of the cultural resource surveys from March 27, 2000, the date of the original contract between the prime consultant and the environmental subconsultant, to October 25, 2000, the date of the contract directly between the prime consultant and the cultural resource subconsultant, a period of nearly six months. Currently the draft NES, ISA and HPSR have been completed and submitted to Caltrans for review. Caltrans has completed the review of the NES and ISA. The ISA was found to be acceptable and the final NES will be submitted for approval in the month of June. The lack of clear community support for a preferred alternative acceptable to both the community and Caltrans/FHWA continues to delay completion of the environmental phase of the project. A second community meeting is planned and it is expected that it should be possible to have the Board of Supervisors hold a Public Hearing to formally adopt a preferred alternative in the month of September. Following the approval of the selection of the preferred alternative by the Board of Supervisors, it should be possible to obtain the environmental clearance for the project with the period of the time extension. Currently the project is in the E&P phase with the draft NES and ISA completed and reviewed by Caltrans, and cultural studies and reports in progress. A public hearing and formal decision on the selection of a preferred alternative by the Board of Supervisors is pending a planned second community meeting.</p>					
8	Sierra County	\$0			14 months PS&E, 18 months R/W
	Sierra	\$30			
	PPNO: 1L30	\$0			8/31/02 PS&E, 12/31/02 R/W
	Sierra Co. Bridge Replacement Nevada St. Bridge at No. Fork Yuba River	\$42			Support, meets STIP guidelines
<p>Due to unexpected delays in completing the environmental process, resulting from a combination of contractual problems with the environmental subconsultant to the prime consultant and the need to obtain clear community support for a preferred alternative, it is necessary to obtain a time extension for allocation of funds for the right-of-way and final design phases for the project. The contractual problems encountered with the environmental consultant, delayed the start of the cultural resource surveys from March 27, 2000, the date of the original contract between the prime consultant and the environmental subconsultant, to October 25, 2000, the date of the contract directly between the prime consultant and the cultural resource subconsultant consultant, a period of nearly six months. Currently the draft NES, ISA and HPSR have been completed and submitted to Caltrans for review. Caltrans has completed the review of the draft NES and ISA. The ISA was found to be acceptable and the final NES will be submitted for approval in the month of June. The lack of clear community support for a preferred alternative acceptable to both the community and Caltrans/FHWA continues to delay completion of the environmental phase of the project. A second community meeting is planned and it is expected that it should be possible to have the Board of Supervisors hold a Public Hearing to formally adopt a preferred alternative in the month of September. Following the approval of the selection of the preferred alternative by the Board of Supervisors, it should be possible to obtain the environmental clearance for the project with the period of the time extension. The environmental documents and public meetings for two projects are being completed in parallel. The issue that lacks community support relates to the width of the bridges - single lane or two lanes. It is intended the Pearl Street Bridge be constructed first, with the Nevada Street to follow the next year as it would not be desirable to have too major project underway at the same time in Downieville.</p>					

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Project #	Applicant County	Extension Amount By Component (\$ in thousands)			Number of Months Requested
		E&P	PS&E	R/W	Extended Deadline
PPNO Project Description		CON	TOTAL	CT Recommendation	
Reason for Project Delay:					
9	San Francisco San Francisco	\$0 \$0			6 12/31/01
	PPNO: 2164 RSTP/CMAQ Match	\$78 \$78			Support, meets STIP guidelines
<p>As part of the field review for this project, the County was informed that a Section 4(f) clearance (regarding use of parkland) must be obtained prior to obligation of the project's federal funding. However, in late February this year, the County was notified that a Visual Impact Study would also be needed as well as Section 106 (regarding historic resources). These reports will need to be reviewed by Caltrans, FHWA, and the State Historic Preservation Office for approval. While work on these tasks is underway, we expect this process to last beyond the June allocation deadline. A six-month extension is needed to allow the County time to complete these unanticipated studies. The County cannot secure the CMAQ obligation until the environmental phase is complete.</p>					
10	Town of Fairfax Marin	\$0 \$8 \$0			6 12/31/01
	PPNO: 2210 Glen Dr. Storm Damage Repair	\$65 \$73			Support, meets STIP guidelines
<p>This project is located adjacent to a drainage basin that runs adjacent to a section of Glen Drive. During the environmental investigation the regulatory agencies informed the Town the original design concept was not the preferred solution. The storm damage repair project as originally conceived involved constructing a proposed retaining wall along a stream bed bank that failed to provide adequate lateral support in the heavy winter storms a year and a half ago. Fish and Game would prefer a different design concept to that originally proposed. This has already caused a 6-month delay. The Town is investigating other solutions that will meet project constraints. The 6-month extension will allow the Town time to complete the environmental determination, PS&E and implement construction.</p>					
11	City of Morro Bay San Luis Obispo	\$0 \$67 \$0			12 6/30/02
	PPNO: 0972 SR 1/Morro Bay Blvd/Quintana Rd Roundabout	\$0 \$67			Support, meets STIP guidelines
<p>The scope of the project was originally to install a roundabout at the subject intersection including modifying ramp/traffic movements for southbound SR 1. At the March 2001 California Coastal Commission meeting, an adjacent property owner's request for renewal of a Coastal Development Permit was denied. The party has now appealed that decision. Without the identified impacts of the private party development proposal we may not have to modify the Highway 1 ramp or traffic movements. We anticipate some manner of closure on the development permit appeal at or about the end of May. However, it may take longer. At that point the City can have their consultant complete a recommendation for project scope and can pursue the environmental determination. The City anticipates a Negative Declaration to take about three months to complete.</p>					

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Project #	Applicant County	Extension Amount By Component (\$ in thousands)			Number of Months Requested Extended Deadline CT Recommendation
		E&P	PS&E	R/W	
PPNO Project Description		CON	TOTAL		
Reason for Project Delay:					
12	San Luis Obispo County San Luis Obispo	\$0 \$100 \$0	\$0	\$100	19 1/31/03 Support – meets STIP guidelines
<p>PPNO: 2071 Price Canyon Rd Widening at Rte 227</p> <p>The original project was programmed to receive federal demo funds and did not include widening of structures near Sate Route 227. In order to complete the project to the Route 227 junction, additional funding was obtained through the STIP and HBRR programs. These steps have delayed the implementation of the consultant services agreement for the environmental phase. Consultant hiring stated in January 2000. The scope of the work was expanded to include the bridge widening work. Additional field review work has been conducted with Caltrans and the Union Pacific Railroad involved. The final consultant agreement was reached in August 2000. Because of the increased consultant work, a pre-award audit was triggered, which took until January 2001 to completed. With all these changes, the County now expects to complete the environmental work (Mitigated Negative Declaration/FONSI) by January 2003.</p>					
13	San Luis Obispo County San Luis Obispo	\$0 \$150 \$0	\$0	\$150	18 12/31/02 Support – meets STIP guidelines
<p>PPNO: 0986 Halycon/Rte 1 Oceano</p> <p>The County and the RTPA unintentionally programmed the PS&E funds allocation concurrently the PA&ED milestone. This resulted in the impractical schedule for the fund allocation. Moreover, since the initial programming there have been reviews with various regulator agencies regarding work in the Arroyo Grande Creek channel with has extended the expected delivery of environmental document.</p>					
14	San Luis Obispo County San Luis Obispo	\$0 \$100 \$0	\$0	\$100	19 1/31/03 Support, meets CTC guidelines
<p>PPNO: 4745 Willow Rd Interchange Nipomo</p> <p>The permitting process of the Department of Fish & Game for geotechnical investigation work in and around Nipomo Creek delayed the work of the consultant by 8 months. Fish & Game was transitioning to a CEQA based permit process and required more time to determine if the project's EIR was sufficient for issuing the permit. The consultant is now expected to delivery the right of way map for the approach roadway by the end of May 2001. Due to the preaward audit, the consultant for the Tier 2 environmental document will not start until September 2001. The final project is expected to be completed by December 2002. The PS&E milestone, therefore, needs to be adjusted accordingly.</p>					
15	Fresno Fresno	\$0 \$0 \$0	\$909	\$909	20 2/28/03 Support
<p>PPNO: 6L02 RSTP/CMAQ Match Reserve</p> <p>This request involves RSTP/CMAQ match projects totaling \$909,000 that were programmed on behalf of several local agencies in the Fresno area. Fresno COG programmed an amount adequate to match their entire CMAQ program in roughly equal annual installments over the entire STIP cycle. However, as the rules of AB1012's "Use it or Lose it" provisions because clearer, it also becomes apparent that the COG has programmed too much RSTP/CMAQ match in the early years of the STIP cycle. Fresno COG is trying to rectify that by requesting extensions and making STIP amendments to move funds back.</p>					

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Project #	Applicant County	Extension Amount			Number of Months Requested
		By Component (\$ in thousands)			
PPNO	Project Description	E&P	PS&E	R/W	Extended Deadline
		CON	TOTAL	CT Recommendation	
Reason for Project Delay:					
16	Farmersville Tulare	\$0 \$8 \$0	\$159	\$167	6 mos PS&E, 12 mos CON 12/30/01 Support, meets STIP guidelines
<p>PPNO: 8627 Pavement Rehabilitation Various Streets and Roads in the City of Farmersville</p> <p>On January 20, 2001, at a strategic planning meeting of the City of Farmersville City Council, a proposed plan was introduced to modify Farmersville Boulevard from a four-lane road to a 2-lane road in order to install a landscaped median. With the introduction of this concept, the City began a public discussion of the proposal. The proposed plan is currently under a public review process. Expending STIP funds for rehabilitation and then tearing up the street months later to implement proposed lane modifications would be irresponsible. Therefore, the City requests a time extension until the City Council decides on Farmersville Boulevard's future. It is anticipated that a definite decision regarding the Boulevard will be made during the City and Redevelopment Agency's FY 2001/02 budget adoption process. In the event the City Council decides to modify the Boulevard in FY 2001/02, the City intends to use STIP monies to perform street rehabilitation after the land and median modifications have been made. While the public review process is occurring, the City has discussed with the City's contract engineer to begin preliminary surveying and engineering for both a simple rehabilitation and a reconfiguration project.</p>					
17	City of West Covina Los Angeles County	\$0 \$371 \$0	\$0	\$371	12 6/30/02 Support – meets STIP guidelines
<p>PPNO: 2918 South Azusa Ave Capacity Enhancement</p> <p>The programming of funds for this project was approved by MTA in December 2000 for FY 00/01, leaving only 6 months to complete both PA&ED and PS&E. The milestone of scheduled Circulation of Draft Environmental Document is July 2001, while the PS&E funds are programmed for this fiscal year. I.e. prior to completion of the environmental document. STIP procedures require completion of environmental documentation (at least CEQA) prior to allocation of funds for PS&E. Therefore, the City is requesting the CTC to extend the PS&E allocation deadline by 12 months until after completion of the PA&ED phase.</p>					
18	City of Los Angeles Los Angeles County	\$0 \$0 \$0	\$2,302	\$2,302	20 2/28/2003 Support – meets STIP guidelines
<p>PPNO: 2868 San Fernando Road R/W Bike Path Phase II</p> <p>The San Fernando Road Right of Way Bike Path Project is the construction of a bike path, the design of which was previously funded by a TEA grant. The City requests an extension of the construction allocation deadline because of a delay in receiving authorization for the design of the TEA grant beyond the control of the City. The request for authorization of design TEA funds was submitted to Caltrans District 7 on June 7, 2000. The design TEA grant authorization was issued in March 2001 after resolving a confusion regarding the TEA eligibility of the project. An extension of 20 months in the allocation of construction funds is requested to make up for the lost time. Design and right of way certification typically takes up to 16 months to complete followed by 4 months to prepare bid documents and cost estimate.</p>					

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	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
		CON	
		TOTAL	
Reason for Project Delay:			
19	City of Whittier Los Angeles County	\$0 \$0	6
	PPNO: 2872	\$680 \$0	12/31/01
	Whittier Greenway Trail	\$680	Support, meets STIP guidelines
<p>The agency is requesting to switch the \$34,000 of E&P to R/W, adding to the \$646,000 programmed for R/W in FY00/01, and extending the revised total of \$680,000 of R/W allocation deadline by 6 months to 12/31/2001. The City of Whittier began negotiating with the Union Pacific Railroad Company (UP) to purchase the right-of-way associated with this project in 1998. UP originally demanded \$17 million for the right-of-way. By October 2000, UP had reduced its demand to \$5 million. Although UP's demand is closer to a reasonable range for the right-of-way, the City believes that further negotiations may yield a more favorable acquisition price. The city's rejection of UP's \$5 million proposal meant that the transaction could not be completed within the calendar year 2000. In February 2001, UP resumed negotiations with the City. The City believes that it can negotiate a final price that is in the range of \$3 million to \$5 million shortly. However, in an effort to continue the City's good faith negotiations with UP and to minimize project delays, the City has decided to proceed with the preparation of the environmental documentation without seeking reimbursement from the STIP funds and thereby foregoing any additional delay that may be added as part of the "allocation and authorization to proceed" process. The request for an allocation time extension of 6 months will provide the necessary time to prepare and certify the CEQA and NEPA documents necessary in order to allocate and obtain authorization to proceed with right-of-way acquisition.</p>			
20	City of Torrance Los Angeles County	\$0 \$0	9
	PPNO: 2823	\$394 \$394	03/31/2002
	Hawthorne/Del Amo Intersection Capacity Improvement	\$394	Support, meets STIP Guidelines
<p>This project was scheduled to start construction in Summer/Fall 2001 after completion of a Utility Underground District (UUD) project on Hawthorne Blvd. and subsequent to completion of a resurfacing project in the same area by Caltrans. The utility company has indefinitely deferred the completion of the UDD construction due to the recent energy/financial crisis. Also, the utility company's contractors discovered that an existing CMP drain that crosses Hawthorne Blvd had collapsed and needs to be replaced by Caltrans. Therefore, Caltrans delayed the resurfacing project that was due for completion in 2000 pending new engineering design for replacement of the collapsed CMP. The City was advised that Caltrans is scheduled to complete the construction of the CMP and the resurfacing in Summer/Fall 2001. Therefore, the city is forced to postpone their project until Caltrans completes their work. Additionally, because of the adjacent commercial land use, construction is not feasible during the winter holiday shopping season. Therefore, the construction of the City's project will be delayed until Spring 2002 at the earliest, a delay of 9 months.</p>			
21	City of El Monte Los Angeles	\$0 \$0	6
	PPNO: 2917	\$324 \$324	12/31/2001
	Six Intersection – Crosswalk Improvements	\$324	Support – meets STIP guidelines
<p>According to LACMTA guidelines, funding allocation cannot be requested until the Letter of Agreement (LOA) is signed between the City and the MTA. Due to circumstances beyond the control of the City of El Monte, the LOA with MTA was not finalized until early 2001. Additionally, this project was programmed in the FTIP for PS&E and Construction components in FY 00-01, allowing a very short time for preparation of the environmental document and PS&E package for the project. STIP guidelines require completion of the environmental document (as a minimum CEQA) before PS&E funds can be authorized. Due to this unreasonably short schedule for PA&ED and PS&E, the City is unable to request Construction funds for the project as currently programmed. The City is, therefore, requesting to postpone the Construction of the project by six (6) months so that the environmental documentation and the PS&E activities can be appropriately completed.</p>			

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PPNO	Project Description	PS&E	CT Recommendation
Reason for Project Delay:		R/W	
		CON	
		TOTAL	
22	City of Los Angeles Los Angeles County	\$7 \$92 \$0	10 months PA&ED and PS&E 20 months CON
	PPNO: 2861 Los Angeles Street Realignment Near El Pueblo	\$1,369 \$1,468	4/30/02 PA&ED, PS&E 2/28/03 CON Support, meets STIP guidelines
<p>Due to potential changes in the project scope, the development of the environmental document was put on hold. The agency is in the process of coordinating with Caltrans District 7 to include the 101/110-loop on-ramp closure from Los Angeles Street as part of the realignment project and to combine the environmental clearance under NEPA as one environmental document. To include the on-ramp closure as part of this project would require an in-depth traffic analysis and traffic impact study in the CEQA document. A time extension is also needed to complete the NEPA document prior to requesting allocation for Construction. Caltrans has informed the agency that the required NEPA document for the Los Angeles Street Realignment near El Pueblo project is an Environmental Assessment. The proposed project does not qualify for a Programmatic Categorical Exclusion as anticipated by the agency because the project site is located on an archeologically sensitive area of Father Serra Park and is within the El Pueblo de Los Angeles Historic Monument. As part of the environmental clearance under NEPA, a Section 4(f) and Section 106 evaluations are required, a process that takes about 6 to 8 months. As part of the NEPA documentation of potential significant findings in the project vicinity, different areas of the project site will be pot-holed to determine if there are any potential significant impacts to the discovery of historical artifacts.</p>			
23	City of Downey Los Angeles County	\$0 \$0 \$0	18 12/31/02
	PPNO: 2870 Lakewood Blvd. Signal Interconnect	\$112 \$112	Support – meets STIP guidelines
<p>The delay in the construction phase of the project is directly due to unforeseen circumstances beyond the control of the City of Downey. The funding for this project was granted to the City through abbreviated Call-for-Project process and the FTIP was not officially approved until December 2000. The agency has worked on and completed both the CEQA and NEPA Environmental Document before requesting allocation of PS&E funds through Caltrans Delegated Authority on March 15, 2001. The agency expects to obtain authorization to proceed with PS&E work by June 2001. This process will not leave adequate time for completion of the PS&E, which is anticipated to take about 12 months, as a prerequisite for the request for allocation of the construction funds. Therefore, construction funds programmed in FY00/01 need to be pushed back to December 2002 to allow advertising and award of the project. This is consistent with the June Book Item 2.1a(19), STIP Amendment 00F-040.</p>			
24	City of Downey Los Angeles County	\$0 \$0 \$0	18 12/31/02
	PPNO: 2871 Firestone Blvd. Signal Interconnect	\$205 \$205	Support – meets STIP guidelines
<p>The delay in the construction phase of the project is directly due to unforeseen circumstances beyond the control of the City of Downey. The funding for this project was granted to the City through abbreviated Call-for-Project process and the FTIP was not officially approved until December 2000. The agency has worked on and completed both the CEQA and NEPA Environmental Documents before requesting allocation of PS&E funds through Caltrans Delegated Authority on March 15, 2001. The agency expects to obtain authorization to proceed with PS&E work by June 2001. This process will not leave adequate time for completion of the PS&E, which is anticipated to take about 12 months, as a pre-requisite for the request for allocation of the construction funds. Therefore, construction funds programmed in FY00/01 need to be pushed back to December 2002 to allow adequate time for advertising and award of the project.</p>			

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		E&P	PS&E	R/W	
PPNO Project Description		CON	TOTAL		
Reason for Project Delay:					
25	City of Monterey Park	\$0			18
	Los Angeles County	\$148			
		\$0			12/31/02
	PPNO: 2915 North Atlantic Blvd Widening and Channelization	\$0	\$148		Support – meets STIP guidelines
<p>According to MTA guidelines, funding allocation cannot be requested until the Letter of Agreement (LOA) is signed between the City and the MTA. Due to circumstances beyond the control of the City of Monterey Park, the LOA with MTA was not finalized until February 2001. Additionally, this project was programmed in the FTIP for PA&ED and PS&E components to be completed in a very short time remaining in the fiscal year 00/01. STIP guidelines require completion of the environmental document (at a minimum CEQA) before PS&E funds can be authorized. Due to the unreasonably short schedule for PA&ED, the environmental document is not yet ready, thus making the City unable to request PS&E funds for the project. The City is now requesting to reprogram the environmental and design activities separately so that the PS&E activities can start immediately after completion of the CEQA. The City is requesting an 18-month extension of the deadline for the allocation and is now ready to follow the revised funding schedule.</p>					
26	City of Los Angeles	\$0			20
	Los Angeles County	\$103			
		\$0			02/28/2003
	PPNO: 2858 Eagle Rock ATSAC	\$1187	\$1,290		Support – meets STIP guidelines
<p>When this project was submitted to LAMTA for approval, the City stated that City funding for project design would become available in FY 2001/02 and City funding for project construction would become available in FY 2002/03 and 2003/04. When MTA approved this project, grant funding was approved in FY 2000/01, 2001/02 and 2002/03. Therefore, MTA funding became available, without approval from the City, one year prior to the anticipated use of the funds. Based on the construction work program in the City, environmental document preparation and project design for the ATSAC Eagle Rock project cannot begin until late 2002/03. Project construction will follow immediately and be funded in 2003/04. Therefore, a 20-month extension is being requested.</p>					
27	City of Burbank	\$0			6
	Los Angeles County	\$0			
		\$0			12/31/01
	PPNO: 2368 Reconfigure Victory Blvd. / Burbank Blvd. Intersection and Widen Bridge	\$1,667	\$1,667		Support, meets STIP guidelines
<p>Phase III of the Burbank Blvd/Victory Blvd Intersection Realignment project widens the Burbank Blvd bridge from the Burbank Blvd/Victory Blvd intersection to the I-5 off-ramp, encroaching into Caltrans right of way.</p> <p>Before completing the PS&E for Phase III, the bridge approach widening was moved from Phase III to Phase II to enhance traffic flow and safety, but then it was moved back to Phase III due to condemnation process delay in acquiring properties for the bridge approach widening. Civil, structural and traffic consultants for Phase III required additional PS&E revisions each time the bridge approach widening moved from and back to Phase III. In addition Caltrans HQ structure and District permit offices need more time for their review and plan check than was anticipated. The combination of these factors will delay finalizing the PS&E for Phase III by approximately six months</p>					

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(2) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount By Component (\$ in thousands)		Number of Months Requested
		E&P	CON	
PPNO	Project Description	PS&E	R/W	Extended Deadline
Reason for Project Delay:		TOTAL		CT Recommendation
28	City of Burbank Los Angeles County	\$0 \$0		12 6/30/02
	PPNO: 2874 Burbank Media District ITS	\$1,482 \$1,482		Support – meets STIP guidelines
<p>Funding for both the PS&E and construction phases of this project are programmed in FY 2000/01. Due to an unavoidable delay in executing the letter of agreement with MTA, the City of Burbank has been unable until this time to request authorization to proceed with PS&E. That request has now been submitted and the City is prepared to begin project design work in June of this year. Assuming a 4-5 month design period, the City will return within the requested 12 month extension period to request the allocation of the remaining funding programmed for construction. This requested extension is needed in order to comply with the requirement that construction funds may only be allocated after the completion of the project design work. The City is prepared to move forward with this project at the most expeditious rate permitted.</p>				
29	City of Lancaster Los Angeles	\$0 \$34	\$0 \$0	12 6/30/02
	PPNO: 2878 Ave. "G" Widening	\$0 \$34	\$34	Support
<p>This project received an extension at the May 2001 CTC meeting for \$4.608 million in construction funds. This request extends \$34,000 in PS&E funding and shifts it to construction. This project is located in the Fox Field 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 and was under the impression that the project is environmentally cleared. However, since federal funds are involved for right-of-way and construction components, the City has to comply with NEPA as well. 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.</p>				
30	City of Hemet Riverside	\$0 \$0		20 2/28/03
	PPNO: 9902R State Street Arterial Improvement Project	\$1,262 \$1,262		Support, meets STIP guidelines
<p>This project has experienced delays due to additional unforeseen environmental permitting issues not identified at the time of the original application, including jurisdictional review and determination by the Army Corps of Engineers and the California Department of Fish and Game. The City has been diligently working to advance this project to the point of requesting funding allocation for construction. To date, the City has entered into contracts, fully financed with City funds, in the amounts of \$138,000 for engineering and design, \$12,000 for biological field studies and permitting, and \$13,000 for additional environmental documentation.</p>				
31	City of Palm Desert Riverside	\$0 \$0		12 6/30/02
	PPNO: 0000D Fred Waring Drive	\$1,700 \$1,700		Oppose – not enough information provided
<p>The project does not have an approved NEPA document. The required NEPA document has been submitted to Caltrans and has been forwarded to FHWA for approval. Approval is anticipated within the next six to eight weeks (around June 1, 2001).</p>				

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(2) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount			Number of Months Requested
		By Component (\$ in thousands)			
PPNO	Project Description	E&P	PS&E	R/W	Extended Deadline
		CON	TOTAL	CT Recommendation	
Reason for Project Delay:					
32	Mono County	\$0			12
	Mono	\$10			
		\$220			6/30/02
	PPNO: 2000	\$0			
	South Landing Rd Rehabilitate Roadway, Construct Bike Lanes	\$230			Support, meets STIP guidelines
<p>The project funding was programmed with the understanding that County staff would complete the required environmental documents. The original environmental review indicated that the project would qualify for a CEQA exemption. In moving forward with the project scoping meetings, the City found that there were environmental impacts that were not evident during the preparation of the project PSR. The City is in the process of addressing the unanticipated environmental issues through project revisions and the preparation of a more comprehensive environmental document.</p>					
33	Mono County	\$0			12
	Mono	\$20			
		\$0			6/30/02
	PPNO: 2001	\$0			
	Long Valley-Crowley Lake Drive West Rehabilitate Roadway, Construct Bike Lanes	\$20			Support, meets STIP guidelines
<p>The project funding was programmed with the understanding that County staff would complete the required environmental documents. The original environmental review indicated that the project would qualify for a CEQA exemption. In moving forward with the project scoping meetings, the City found that there were environmental impacts that were not evident during the preparation of the project PSR. The City is in the process of addressing the unanticipated environmental issues through project revisions and the preparation of a more comprehensive environmental document.</p>					
34	Mammoth Lakes	\$0			6
	Mono	\$0			
		\$0			12/31/01
	PPNO: 2501	\$2,557			
	On Mammoth Road from State Route 203 to Mammoth Creek Park – Improve Street, Sidewalk, and Snow Storage	\$2,557			Support, meets STIP guidelines
<p>Part of the 1998 STIP for the Town of Mammoth Lakes included a Federal/State project to reconstruct sidewalks on Old Mammoth Road, a major arterial within the corporate limits of the Town. During the past year, the Town has been preparing an update to the Circulation Element, which could have an impact on the street width and turning lanes for the project area. The Circulation Element update project is in the final environmental review phase and will be completed in May 2001. Construction work for this project has also been requested to be delayed for one summer by the Mammoth Community Water District and one of the local gas companies until the end of the summer 2001. This is due to the installation of new gas and water pipelines underneath Old Mammoth Road. Neither the town or the District want to install these new lines after the street work is complete. The Town would like to provide the gas company and Water District sufficient time to budget and install the pipeline project prior to the street improvements. The Town's policy does not allow cutting the street for new pipeline work for 2 years following completion of a reconstruction or overlay project.</p>					

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(2) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount By Component (\$ in thousands)			Number of Months Requested Extended Deadline
		E&P	PS&E	R/W	
PPNO Project Description		CON	TOTAL		
Reason for Project Delay:					
35	City of Bishop Inyo	\$0 \$0 \$0	\$385	\$385	20 2/28/03 Support, combines two projects
<p>In September 2000, the Inyo County LTC requested Caltrans to prepare a PSR for improvements to Wye Road (State right of way) from SR 6 to SR 395, a project proposed for the 2002 STIP. Delivery of PS&E for the project has been delayed to properly coordinate the design of the Wye Road/SR6 intersection with the new Caltrans project. A six-month extension is requested for design coordination of drainage, traffic lane alignment, and possible signalization. An additional 14 months is requested to allow both projects to be constructed at the same time to decrease problems with project interface and to provide coordinated projects and economy of scale.</p>					
36	City of Atwater Merced	\$0 \$0 \$0	\$599	\$599	2 8/30/01 Support
<p>The original application submitted in December 1998 was based on visual inspections of the various sites. During this time it was determined by the City to participate in a regional pavement management system. This pavement management system would allow verification of the original submittal and to determine if any amendments to the proposed project would be needed. There were unexpected delays in the determining the scope of the project. Also, the gathering of information for a regional pavement management system was delayed. The anticipated completion of the pavement management system is May 30, 2001.</p>					
37	Merced County Assoc of Govt Merced	\$0 \$0 \$0	\$47	\$47	20 2/28/03 Support, meets STIP guidelines
<p>This request involves 2 RSTP/CMAQ match projects totaling \$47,000 that were programmed on behalf of Merced County (Oakdale Road Bridge and Hwy 165/Bloss Ave). The Oakdale Road Bridge project experienced environmental delays, caused in part by the fact that the US Fish and Wildlife has expressed concerns about the riparian brush rabbits. Additional studies or a trapping program may be necessary. The Hwy 165/Bloss Ave. project experienced environmental delays because Caltrans (responsible for the environmental component) did not realize that the City was using federal funds and only prepared CEQA clearance for the project. Caltrans is now in the process of complying with NEPA but the process is not expected to be complete by the allocation deadline.</p>					
38	City of Sonora Tuolumne	\$0 \$0 \$0	\$33	\$33	20 2/28/03 Support, meets STIP guidelines
<p>This project has been dependent upon the programming of federal funds by the CPUC. The most recent Caltrans/CPUC approved Section 130 Multi-Year funding plan indicates this project as programmed in FY 2001/02 at an updated cost of \$400,000. Due to the uncertainty of the timing of the federal funding and federal closeout requirements, the maximum extension has been requested although original milestones may be met. The project is 90% federal funded and will be implemented by Sierra Railroad. The amount requested is the 10% local share of the project based on 1998 estimates. Increases to the local share due to escalation will be locally funded by the City of Sonora.</p>					

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(2) – Local Streets and Roads Projects
Program Year 2000/2001

Project #	Applicant County	Extension Amount			Number of Months Requested
		By Component (\$ in thousands)			
PPNO	Project Description	E&P	PS&E	R/W	Extended Deadline
		CON	TOTAL	CT Recommendation	
Reason for Project Delay:					
39	Orange County Trans Auth Orange	\$0	\$0	\$0	6
	PPNO: 4435 Imperial Hwy Grade Separation Soundwall	\$1,760	\$1,760		12/31/01 Support, meets STIP guidelines
<p>The construction of this soundwall requires innovative features to help dampen and deflect the noise caused from passing trains. This is in addition to the height of the wall, which at one location will be over 40 feet high. This has required changes in the design and cost of the wall. Added to this complexity is the location of the wall – bordering the cities of Yorba Linda and Anaheim and located within railroad right of way. The City of Yorba Linda has had some concerns about the impacts of the wall to their community as part of the environmental clearance process. The City of Anaheim has made efforts to accommodate the City of Yorba Linda's concerns, but this has resulted in a delay of the overall project schedule. Therefore, a time extension of 6 months is required to allow for completion of environmental and design, to process a federal TIP amendment, and advertise for construction. A "companion" STIP amendment is also being requested to increase funding for the project.</p>					