

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

PROJECT BUSINESS MATTERS
Extension Request – Project Allocation
Resolution: G-01-21

Prepared By:
Terry L. Abbott
Chief
Division of Local Assistance
(916) 653-1776

CTC Meeting: June 13, 2002

Reference No.: 2.8a.(1)

Original Signed By

ROBERT L. GARCIA
Chief Financial Officer
June 3, 2002

WAIVER REQUEST – CTC RESOLUTION G-01-21
CTC STIP GUIDELINES
SECTION 65 – TIMELY USE OF FUNDS
LOCAL STREETS AND ROADS PROJECTS
WAIVER-02-21

RECOMMENDATION

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

SUMMARY AND CONCLUSIONS

Resolution G-01-21, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) on July 12, 2001, 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. The guidelines further stipulate that the Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

The Commission has programmed \$32,364,000 in fiscal year 2001-2002 for the 33 projects on the attached list. The implementing agencies have been unable to allocate the funds and do not anticipate allocating the funds by the June 30, 2002 deadline. The attachment shows the details of each project and the delays that have resulted in the extension requests. The project sponsors request extensions, and the planning agencies concur.

Attachment

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(1) – Local Streets and Roads Projects
Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
		E&P	Extended Deadline
	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
		CON	
		TOTAL	
	Reason for Project Delay:		
1	City of Willits Mendocino	\$0 \$6 \$0	20 months 02/29/2004
	PPNO: 4081T Historic Train Depot Rehabilitation	\$226 \$232	Support – meets STIP guidelines
	<p>The STIP funds are match for DEMO dollars that were given to Cal Western Railroad for the restoration of a functioning historic rail depot. The project was given to the City without any details. There have been complications in completing the NEPA document, and the Caltrans District office believes that environmental clearances can be completed in 18-20 months. Therefore, the City is requesting a 20-month extension.</p>		
2	City of Eureka Humboldt	\$0 \$0 \$0	20 months 02/29/2004
	PPNO: 2061P 7 th Street Bike Lanes	\$310 \$310	Support, meets STIP guidelines
	<p>The City was pursuing this project based upon receiving state only funds. The project has now been federalized, and the City must complete the NEPA process. CEQA activities are already under way. NEPA activities started effective May 1st, and the expected completion date is December 2003. A right-of-way clearance is also expected by December 2003. Therefore, the City will be ready to request construction allocation by the February 2004 meeting. Therefore, the City is requesting an extension of 20 months.</p>		
3	City of Arcata Humboldt	\$0 \$0 \$0	20 months 02/29/2004
	PPNO: 2043 Rehab Old Arcata Road between Samoa Blvd/US101 Interchange and Jacoby Creek Road	\$850 \$850	Support, meets STIP guidelines
	<p>This project has had an unanticipated, high degree of public and school district participation. This led to numerous public hearings and increased the preliminary design phase significantly. Also, the project is in a rural setting with numerous historical structures, requiring historical and architectural assessments by a qualified consultant. The initial CEQA document was a categorical exemption. Now, this project requires a more substantive analysis than originally anticipated. The City is currently in the process of hiring a consultant to perform the historical analyses and to aid City staff in the preparation of the NEPA document. The revised schedule anticipates requesting allocation no earlier than December 2003. Therefore, the City is requesting an extension of 20 months.</p>		

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Program Year 2001/2002

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		E&P PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
	Reason for Project Delay:		
4	County of Sacramento Sacramento	\$0 \$0 \$0 \$792 \$792	18 months 12/31/2003 Support, meets STIP guidelines
	<p>PPNO: 2L71 Elk Grove Blvd Enhancements</p> <p>The requested extension is necessary due to unforeseen delays resulting from changes in jurisdictional responsibility over the project, and changes in project scope required by emergency measures to address railroad crossing safety. These delays have delayed project delivery and final approval under NEPA.</p> <p>The limits of the project are entirely within the City of Elk Grove. Sacramento County began to develop the project prior to the City's incorporation in July 2000. Following incorporation, the City and County entered into negotiations regarding the continuation of County services in the City. These negotiations, while necessary, have impacted the delivery of this project. As a result of these negotiations, the City rather than the County is the lead for environmental review and approval process, while the County will continue to manage the engineering for the project.</p> <p>The limits of this project include an existing at-grade crossing on Elk Grove Blvd at the Union Pacific Railroad (UPRR). In February 2001, a fatal accident involving a train and automobile occurred at this crossing. As a result of this accident, the City submitted an application to the PUC in April 2001 for emergency funding to install safety improvements at the crossing. The PUC approved the emergency request in September 2001. With this approval, the PUC also conditioned the construction of raised medians and curbs on Elk Grove Blvd along with the railroad crossing improvements. This necessitated changes to the scope of the project, including addition of paved alleyways and public parking areas. These scope changes have impacted project delivery due to the addition of previously unanticipated right-of-way needs and environmental impacts.</p> <p>Due to these impacts, the County is requesting an 18-month extension, which will provide sufficient time to complete NEPA and prepare the project for construction. The City and County will proceed earlier if possible.</p>		
5	County of Butte Butte	\$0 \$85 \$0 \$965 \$1,050	12 months PS&E 12 months CON 06/30/2003 06/30/2004 Support, meets STIP guidelines
	<p>PPNO: 2L94 Reconstruction of Oroville Bangor Highway</p> <p>Since this project was originally programmed in late 2000, Butte County Public Works – Engineering Division experienced a devastating loss of design staff: the deaths of the supervising right-of-way agent and a key associate level road design engineer. Additionally, two design engineers were recruited by Caltrans, and the senior bridge engineer was recruited by our RTPA/MPO. Even with the aforementioned hurdles, the County met delivery schedules on 22 of its 26 programmed STIP projects.</p> <p>Specifically for this project, the environmental process requires both CEQA and NEPA reviews. The County is in the process of contracting with an environmental consultant. Biological, botanical, and cultural resource reviews are being completed in addition to a wetland assessment. The proposed map for the Area of Potential Affects is being developed for submittal by June 2002. The environmental process is anticipated to be complete by April 2003. Once this is complete, the PS&E allocation can be made in June 2003 – 12 months later than originally planned. Acquisition of right-of-way is anticipated to be completed by March 2004. The project can be advertised for construction in April 2004 and receive bids in May 2004. It is expected that a contract can be executed by June 2004 – 12 months later than originally planned.</p> <p>Considering the above facts, Butte County is requesting an extension of 12 months each for PS&E and Construction allocations.</p>		

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Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
	CON		
	TOTAL		
Reason for Project Delay:			
6	County of Butte Butte	\$0 \$70 \$0	12 months 6/30/2003
	PPNO: 1L43 Keefer Road Rehab.	\$0 \$70	Support, meets STIP guidelines
<p>Since this project was originally programmed in late 1999, Butte County Public Works – Engineering Division experienced a devastating loss of design staff: the deaths of the supervising right-of-way agent and a key associate level road design engineer. Additionally, two design engineers were recruited by Caltrans, and the senior bridge engineer was recruited by our RTPA/MPO. Even with the aforementioned hurdles, the County met delivery schedules on 22 of its 26 programmed STIP projects.</p> <p>Specifically for this project, the environmental process requires both CEQA and NEPA reviews. The County is in the process of contracting with an environmental consultant. Biological, botanical, and cultural resource reviews are being completed in addition to a wetland assessment. The proposed map for the Area of Potential Affects is being developed for submittal by June 2002. The environmental process is anticipated to be complete by April 2003. Once this is complete, the PS&E allocation can be made in June 2003 – 12 months later than originally planned.</p> <p>Considering the above facts, Butte County is requesting an extension of 12 months for the PS&E allocation.</p> <p>The project can be advertised for construction in February 2004 and receive bids in March 2004. A contract can be executed by April 2004, with construction in June 2004 as originally programmed.</p>			
7	City of Rocklin Placer	\$0 \$245 \$0	8 months 2/28/2003
	PPNO: 0151C Sierra College Blvd/I-80 Interchange	\$0 \$245	Support, meets STIP guidelines
<p>The delay in allocating PS&E funds is due to a delay in obtaining an approved environmental document. The original scope called for a combined CEQA/NEPA document. The design schedule was then shortened by 6 months at the request of Caltrans to facilitate construction funding. The CEQA document was then separated from the NEPA document in order to obtain earlier approval of CEQA and allocate PS&E earlier. The CEQA document at that time was going to be a mitigated neg. dec., and it was scheduled for approval in March 2002. During the Initial Study Review, issues regarding air quality required the CEQA document to be expanded into a focused EIR. This requires a longer process and CEQA is expected to be approved in October 2002. Due to these delays, the City is requesting an extension of 8 months for the PS&E allocation.</p>			
8	Sonoma County Regional Parks Sonoma	\$0 \$0 \$0 \$69	20 months 2/29/2004
	PPNO: 2172 Class I Bike Trail on Hwy 116 (Sonoma County CMAQ Match)	\$69	Support, meets STIP guidelines
<p>Metropolitan Transportation Commission (the MPO/RTPA) is requesting a 20-month allocation extension of these CMAQ match funds due to already expending this year's apportionments of RSTP and CMAQ. It is not clear when and how much RSTP and CMAQ funds will be apportioned in the next fiscal year. Local agency originally requested 6 months but was unaware of the full extent of the issue. In addition, this is a joint project between Sonoma County Regional Parks and Caltrans. Environmental clearance has been completed and Caltrans has completed the construction plans. However, Sonoma County Regional Parks Department is still working with Caltrans on finalizing the cooperative agreement.</p> <p>The extension of time for the CMAQ match funds will bring them into line with the funding timelines for the balance of funding for this project.</p>			

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		E&P	PS&E	R/W	
	PPNO Project Description	R/W	CON	TOTAL	CT Recommendation
Reason for Project Delay:					
9	City of Rohnert Park	\$0			20 months
	Sonoma	\$0			2/29/2004
	PPNO: 2172 Rohnert Park Expressway Interchange Improvements (Sonoma County CMAQ Match)	\$131		\$131	Support, meets STIP guidelines
<p>Metropolitan Transportation Commission (MTC) is requesting a 20-month allocation extension of these CMAQ match funds due to already expending this year's apportionments of RSTP and CMAQ. It is not clear when and how much RSTP and CMAQ funds will be apportioned in the next fiscal year. Local agency originally requested 6 months but was unaware of the full extent of the issue.</p> <p>The extension of time for the CMAQ match funds will bring them into line with the funding timelines for the balance of funding for this project.</p>					
10	City of Rohnert Park	\$0			20 months
	Sonoma	\$0			2/29/2004
	PPNO: 2172 Rohnert Park Expressway Park and Ride Lot (Sonoma County CMAQ Match)	\$194		\$194	Support, meets STIP guidelines
<p>MTC is requesting a 20-month allocation extension of these CMAQ match funds due to already expending this year's apportionments of RSTP and CMAQ. It is not clear when and how much RSTP and CMAQ funds will be apportioned in the next fiscal year. Local agency originally requested 6 months but was unaware of the full extent of the issue.</p> <p>The extension of time for the CMAQ match funds will bring them into line with the funding timelines for the balance of funding for this project.</p>					
11	Solano County Transportation Department	\$0			20 months
	Solano	\$0			2/29/2004
	PPNO: 2170 Dixon-Davis Bicycle Route – Phase 4 (Solano County CMAQ Match)	\$160		\$160	Support, meets STIP guidelines
<p>MTC is requesting a 20-month allocation extension of these CMAQ match funds due to already expending this year's apportionments of RSTP and CMAQ. It is not clear when and how much RSTP and CMAQ funds will be apportioned in the next fiscal year. Local agency originally requested 6 months but was unaware of the full extent of the issue. In addition, the preparation of the project environmental documents took substantially more time than originally anticipated. The revised documents were submitted on 9/11/01, and the County Transportation Department has not yet received final environmental approval.</p> <p>The extension of time for the CMAQ match funds will bring them into line with the funding timelines for the balance of funding for this project.</p>					

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Project #	Applicant County	Extension Amount By Component (\$ in thousands)			Number of Months Requested
		E&P	PS&E	TOTAL	
PPNO Project Description		R/W	CON	TOTAL	Extended Deadline CT Recommendation
Reason for Project Delay:					
12	City of Vacaville Solano	\$0 \$0 \$0	\$163	\$163	20 months 2/29/2004 Support, meets STIP guidelines
<p>PPNO: 2170 Bella Vista Rd Park and Ride Lot (Solano County CMAQ Match)</p> <p>MTC is requesting a 20-month allocation extension of these CMAQ match funds due to already expending this year's apportionments of RSTP and CMAQ. It is not clear when and how much RSTP and CMAQ funds will be apportioned in the next fiscal year. Local agency originally requested 6 months but was unaware of the full extent of the issue. In addition, the City is still awaiting approval of the NEPA studies and the issuance of a Categorical Exclusion.</p> <p>The extension of time for the CMAQ match funds will bring them into line with the funding timelines for the balance of funding for this project.</p>					
13	City of Morro Bay San Luis Obispo	\$0 \$142 \$0	\$0	\$142	20 months 2/29/2004 Support, meets STIP guidelines
<p>PPNO: 0973 Waterfront Boardwalk</p> <p>With the discovery of the federally endangered Morro Shoulder-Banded Dune Snail adjacent to the project site in the fall of 2002, the proposed CEQA mitigated negative declaration could no longer be pursued. The project will now require a NEPA document and the time involved in getting the NEPA clearance may be significant. Construction funding has been delayed until 2004-05 under the 2002 STIP. Delaying the fund allocation for PS&E allows allocation to be more consistent with the construction allocation and help assure timely use of funds.</p> <p>Due to these changes, the City requests an extension of 20 months for the PS&E allocation.</p>					
14	County of Santa Cruz Santa Cruz	\$0 \$75 \$10	\$0	\$85	20 months 2/29/2004 Support, meets STIP guidelines
<p>PPNO: 2054 Amesti Road Dewatering and Stabilization Project</p> <p>A NEPA document is required prior to allocation of the PS&E component. The primary environmental consultant, Kathy Lyons of Santa Cruz, has determined in her biological assessment that the project area is potential habitat for the California Red-Legged Frog. It is therefore necessary to have Section 7 consultation with US Fish and Wildlife Services and possible with FHWA before a NEPA document is issued. Due to these complications, the County is requesting an extension of 20 months for allocation of PS&E and Right-of-Way.</p>					
15	County of Santa Cruz Santa Cruz	\$0 \$0 \$0	\$600	\$600	20 months 2/29/2004 Support, meets STIP guidelines
<p>PPNO: 2056 El Rancho Drive Reconstruction</p> <p>During a recent review of design alternatives for this project, Caltrans staff informed the County that the northbound Highway 17 corridor is also affected by the El Ranch Drive slipout. Caltrans is requiring that the scope of the project be greatly expanded to include the construction of a large retaining wall to also protect the Highway 17 corridor. This is anticipated to increase the project cost by as much as \$2.5 million. If additional design difficulties are encountered with the Highway 17 embankment, the cost could reach an estimated \$4.0 million. The County is working with Caltrans District 5 to identify appropriate funding sources (including SHOPP) to cover the cost increase. Due to unforeseen scope and cost increases for this project, the County is requesting an extension of 20 months for construction allocation to ensure adequate time to coordinate design and funding changes with Caltrans District 5.</p>					

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		E&P	PS&E	R/W	
PPNO Project Description		R/W	CON	TOTAL	
Reason for Project Delay:					
16	Yosemite Area Regional Transportation System Merced	\$0 \$500 \$530 \$0			6 months 12/31/2002
	PPNO: 4934 YARTS Staging Areas in the Yosemite Region	\$1,030			Support, meets STIP guidelines
<p>YARTS is unable to request allocations of PS&E and ROW because they do not have federal approval of the environmental analysis. The federal environmental document is currently being reviewed by FHWA and is anticipated shortly. Since FHWA was actively involved in the environmental review process, the schedule only allowed for a very short window for their review and approval. The State Historic and Preservation Officer requested additional information that delayed FHWA's review. YARTS is requesting extensions of 6 months for PS&E and ROW allocations, which should allow for ample time for FHWA to make their determination.</p>					
17	City of Santa Clarita Los Angeles	\$0 \$252 \$0			12 months 6/30/2003
	PPNO: 2885 Cross Valley Connector Gap Closure	\$0 \$252			Support, meets STIP guidelines
<p>The project is currently under environmental review and the EIR/EIS will not be certified until May 2003. The original project schedule did not anticipate needing to complete a NEPA EIS. Preparation of the EIS as well as the FHWA review period has extended the time needed to complete and certify the environmental document. Therefore, the City is requesting an extension of 12 months to allocate PS&E.</p>					
18	City of Agoura Hills Los Angeles	\$0 \$0 \$0			12 months 6/30/2003
	PPNO: 2875 Signal Synchronization Project	\$325 \$325			Support, meets STIP guidelines
<p>The City is requesting a 12-month extension for the construction allocation. This will provide time for adjacent development projects to be completed on Reyes Adobe, Thousand Oaks Blvd, and the intersection of Kanan and Agoura Road. This will eliminate conflicts and interference with the Signal Synchronization project.</p>					
19	City of Los Angeles Los Angeles	\$0 \$0 \$0			12 months 6/30/2003
	PPNO: 2376 Mason Ave At-Grade Crossing and Safety Improvements	\$878 \$878			Support, meets STIP guidelines
<p>The requirement of an expanded scope of work for an archaeological study for NEPA clearance has delayed the project schedule by approximately two months. Initially, an archaeological survey was required for only the area of the Mason Ave railroad crossing. Upon further evaluation and input from the State Historic Preservation Officer (SHPO), the scope of work was expanded to include a full Historic Property Survey Report of the entire working railroad. This study is anticipated to be complete by the end of June 2002, at which time the NEPA requirement will be complete and the request for allocation can be processed and placed on the next available CTC meeting agenda. The extension request is for 12 months in the event that additional time is needed to complete the Historic Property Survey Report to the satisfaction of the involved agencies.</p>					

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	PPNO Project Description	E&P PS&E R/W CON TOTAL	CT Recommendation
Reason for Project Delay:			
20	City of Los Angeles	\$0	3 months
	Los Angeles	\$325	
	PPNO: 2852	\$0	9/30/2003
	La Tijera Bridge Widening	\$325	Support, meets STIP guidelines
<p>The scope of the environmental review has changed as more details regarding the right-of-way needs have become known. The type of environmental documentation needed has been under discussion, and only recently have meetings resulted in an agreement on a categorical exemption. Originally, it was believed that a full right-of-way take would be required of an auto repair shop located at the northwest end of the project. This would have required a Phase 2 Hazardous Waste Study and would change the environmental document type from categorical exemption/exclusion to an IS/EA. After meetings and a field review with Caltrans, it was determined that a modification to the alignment would reduce the amount of right-of-way acquisition and thus not require a full take of the auto body shop. The revolving scope and change in the environmental documents have resulted in a delay of approximately 2-3 months. Therefore, the City is requesting a 3-month extension for allocation of PS&E funds.</p>			
21	County of Los Angeles	\$0	20 months
	Los Angeles	\$1,006	
	PPNO: 2873	\$0	2/29/2004
	Goods Movement NHS Access Design and Implementation, Phase II	\$1,006	Support, meets STIP guidelines
<p>Based on the Gateway Cities truck study report, the COG identified 27 intersections for improvements in Phase II, for which 10 intersections had a scope of work and a cost estimate. The PS&E cannot begin until a scope of work and cost estimate for the remaining 17 of the 27 intersections is developed. It is expected that a consultant will be selected to perform this work – to include conducting field review of the intersections; identifying deficiencies and proposing improvements; reviewing proposed improvements with each affected City; preparing conceptual plans and cost estimates; obtaining approval from each affected City; and preparing a final report. In addition, the COG will need to enter into separate agreements with various cities to define respective roles and responsibilities. The time to complete these milestones and to build consensus with the affected cities necessitates this time extension request. Therefore, the County is requesting a 20-month extension for allocation of PS&E funds.</p>			

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		E&P	Extended Deadline
	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
		CON	
		TOTAL	
	Reason for Project Delay:		
22	County of Los Angeles	\$0	20 months
	Los Angeles	\$0	
		\$0	2/29/2004
	PPNO: 2381	\$927	
	Goods Movement NHS Access	\$927	Support, meets STIP guidelines
	Design and Implementation, Phase I		
	<p>Initially, all federal funding for the project was programmed for the construction phase. In order to begin the project's design the RTIP was amended to shift a portion of the construction funds to the design phase of the project. A scope of work was then defined and concurred with all 19 cities in which the project is located. Subsequently, an agreement was executed between the County and the Gateway Cities Council of Governments for the County to take the lead on the project. The County, in coordination with the Gateway Cities Council of Government, began the review process of the 31 intersections included in the report. Several meetings were held with affected cities to discuss the proposed improvements and funding, as recommended in the report. Cities recommended many changes to the original scope of work, which were evaluated again to determine feasibility, after which a final scope of work was defined and concurred with by all 19 cities in which the project is located. This process began in June 2001 and ended in November 2001. The time to coordinate the project definition with 19 individual cities took longer than anticipated.</p> <p>A Request for Proposal (RFP) was prepared per Federal guidelines to select a consultant to design the project and it was distributed on March 14, 2002. It is anticipated that a consultant will be selected to begin design in June 2002. Design is scheduled to be complete by June 2003. Caltrans' authorization will be requested to advertise the project for construction in August 2003, and it is expected that construction will begin by January 2004. Based on these delays and this expected time schedule, the County is requesting a 20-month extension for allocation of the construction funds.</p> <p>Furthermore, Federal demonstration funds for this project have been programmed in consecutive fiscal years through Fiscal Year 2002-03. This time extension will allow STIP funding to coincide with the project's anticipated construction phase and these programmed Federal demonstration funds. Please note, the STIP funds are required match for the Federal demonstration funds, therefore the allocation request will be for the state portion only.</p>		

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PPNO Project Description		TOTAL				CT Recommendation
Reason for Project Delay:						
23	City of El Segundo Los Angeles	\$0 \$0 \$0	\$9,233	\$9,233		12 months 6/30/2003
	PPNO: 2377 Douglas St Gap Closure/RR Grade Separation and Intermodal Facility			\$9,233		Support, meets STIP guidelines
<p>Due to unforeseen delays involving completion of a total funding package, start of design and issues involving right-of-way, utility relocations, and Metropolitan Transportation Authority (MTA) design for station access, it is anticipated that the project will not be ready to advertise until March 31, 2003.</p> <p>There was a delay due to the design contract not being executed until the total funding for the project was secured. The current total estimated cost of the project is \$14,710,000. The MTA approved \$9,233,000 from the 1999 Call for Projects left a funding shortfall of \$5,477,000, out of which local City share is \$2,208,317. During the last two years, the City diligently made efforts to secure other funding to complete the project funding. The City secured the needed funding and on July 17, 2001, executed an agreement to provide design services. The design is now 35% complete and is anticipated to be completed by November 2002 (originally anticipated by March 2001).</p> <p>The amount of right-of-way and construction easements required, and evaluation of impacts on adjacent properties could not be assessed until commencement of design. In addition to the Burlington Northern Santa Fe railroad, MTA (Green Line), and Southern California Edison Company, six private property owners are impacted by the project. Pursuant to the start of design, it was determined that utilities belonging to Southern California Edison, Equilon Pipeline, Mobil Oil, Pacific Bell, Northstar Communications, Pacific Pipelines and Exxon Oil, and the Los Angeles County Flood Control District Water Barrier Project water line, have to be relocated to accommodate the excavation for the roadway for the underpass. Some of these utilities may select to perform the design and relocation work themselves and require individual utility relocation agreements with the City.</p> <p>MTA has an elevated Green Line Rail Station at the grade separation structure. It was determined that the MTA requires a pedestrian bridge to connect the two ends of the Station's lower level platform, which will be separated by the grade separation structure. The design of this bridge was not anticipated in the original scope of this project.</p> <p>Due to these delays, the City is requesting a 12-month extension for allocation of the construction funds.</p>						

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	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
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		TOTAL	
Reason for Project Delay:			
24	City of Los Angeles	\$0	20 months
	Los Angeles	\$0	
		\$0	2/29/2004
	PPNO: 2374	\$2,607	
	Centinela Ave. Widening	\$2,607	Support, meets STIP guidelines
<p>While this project was designed to alleviate a chronic congestion problem in the area, it was also developed to provide an effective continuation of other planned improvements along or adjacent to Centinela Avenue between Jefferson Blvd and Washington Blvd. These other programmed improvements are:</p> <ol style="list-style-type: none"> 1. The Centinela Ave Bridge widening over Ballona Creek (recently completed) 2. Widening of Centinela Ave at the Marina Freeway eastbound on-ramp (partially completed) 3. Marina Freeway (R90) STIP improvement project which includes widening and improved ramp connectivity at Centinela Ave (under design by Caltrans and subject to Cal. Coastal Commission approval) <p>The above improvements, which were programmed before this project and which were scheduled to be implemented before this project, experienced delays in construction start dates. To avoid massive congestion along Centinela Ave that would have been caused by simultaneous construction activities, it was deemed beneficial that the start date of this project be delayed until other improvements are complete or until construction activity schedules were better defined. While the other improvements were being designed or constructed, the civil engineering plans for the Centinela Ave Widening Project were being developed. Since the bridge widening and ramp improvement (numbers 1 and 2 above) are either completed or will be completed soon, the City is now ready to move forward with the Centinela Ave Widening project.</p> <p>The project to widen the Marina Freeway and improve ramp connectivity at Centinela Ave (number 3 above) has been delayed as Caltrans is finalizing design and obtaining necessary permits. Caltrans expects to begin construction of this project toward the end of calendar year 2002 or at the start of 2003. With proper construction coordination, roadway congestion during implementation of this project and the Centinela Ave Widening project can be minimized.</p> <p>Additionally, the development of Playa Vista (a large mixed-use project in the coastal area of the City) has been considerably delayed. A major factor in designing the Centinela Ave Widening project was to accommodate the additional traffic that this large development is sure to contribute. Since the construction of Playa Vista was delayed, the dire need for additional roadway capacity on Centinela Avenue was also temporarily deferred. However, Playa Vista is now aggressively being constructed, and the City is ready and eager to complete this significant improvement on Centinela Avenue.</p> <p>Due to the delays discussed above, the revised estimated schedule anticipates right-of-way certification by April 2003 and construction in 2003-2004. Therefore, the City is requesting a 20-month extension for allocation of construction funds.</p>			
25	Alameda Corridor-East	\$0	12 months
	Construction Authority	\$0	
	Los Angeles	\$0	6/30/2003
		\$313	
	PPNO: 2318	\$313	Support, meets STIP guidelines
	Construct Alameda Corridor		
	East Project (Grade Separations)		
<p>The proposed grade separation projects are subject to approval and coordination with Union Pacific Railroad (UPRR). One of these projects, the Nogales Street Grade Separation, was to go to construction in Spring 2002. While design and right-of-way met that schedule, the UPRR requirement that a railroad shoofly be in place prior to construction has led to a delay due to needing an early shoofly construction contract. This requirement has moved the construction of the grade separation back by between 6 and 12 months, pushing construction into 2002-2003. Therefore, the Authority is requesting a 12-month extension for allocation of the construction funds.</p>			

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(1) – Local Streets and Roads Projects
Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
PPNO	Project Description	PS&E	CT Recommendation
Reason for Project Delay:		R/W	
		CON	
		TOTAL	
26	City of Los Angeles	\$0	20 months
	Los Angeles	\$0	
	PPNO: 2366	\$1,168	2/29/2004
	Arbor Vitae Street Widening	\$1,168	Support, meets STIP guidelines
<p>The Arbor Vitae Street Widening project has been included in the Caltrans environmental study for the I-405 Freeway/Arbor Vitae Street Interchange Project. Caltrans' environmental study has been delayed for reasons associated with the removal of the I-405 Freeway/Arbor Vitae Street Interchange from SCAG's Regional Transportation Plan. Without the completion of the environmental document and the delays and uncertainties associated with the Caltrans project, the City did not proceed with design and construction of this project until the schedule for Caltrans' project was better defined. Currently, the City and the MTA are pursuing reinstatement of the I-405 Freeway/Arbor Vitae Interchange Project into SCAG's RTP and the FTIP.</p> <p>Since this project has been incorporated into the schedule for Caltrans' proposed interchange project, the City is requesting a 20-month extension for allocation of the construction funds.</p>			
27	City of Monterey Park	\$0	18 months
	Los Angeles	\$139	
	PPNO: 2915	\$0	12/31/2003
	North Atlantic Blvd. Widen and Channelization	\$139	Support, meets STIP guidelines
<p>There was a delay in allocating 00/01 PS&E funds (18-month extension to December 2002 approved). This delay continues into this fiscal year, leading to this request to extend allocation of 01/02 PS&E funds 18 months. It is estimated that project approval and the update of the environmental assessment and document will be complete by September 30, 2002, and that the final PS&E package will be prepared for Caltrans certification by September 30, 2003. The certification should be finalized prior to December 31, 2003.</p>			
28	County of Mono	\$0	12 months
	Mono	\$15	
	PPNO: 2009	\$1	6/30/2003
	Lundy Lake Road Rehab.	\$1,294	Support, meets STIP guidelines
<p>Mono County is a small rural county with limited staff resources. The County has been successful in delivering several STIP projects in the past on time and within budget. Over the last nine months, staff resources have been committed to project development for both Crowley Lake Drive and South Landing Road (1998 STIP augmentations), along with two 2000 STIP projects, one of which is the Lundy Lake Road project.</p> <p>Unfortunately, the design and right-of-way acquisition for the 1998 projects was delayed by several months due to a misinterpretation of delegation authority. Approximately 3 months were lost to delays in allocation for these components. As a result, these two projects are still in the design phase, an effort scheduled to be complete several months ago.</p> <p>As reflected in the programming for the Lundy Lake Road project, the PS&E component is minimal, reflecting an estimate based on in-house design. Funding for consultant services is not available, therefore the County has not pursued consultant services to assist with the design of this project. The design schedule has been adversely affected by delays in the design of the 1998 projects, along with many staff hours necessary to revise the 2002 STIP submittals. In order to ensure timely allocation for the two 1998 projects and the other 2000 project (Camp Antelope Road Rehab), the County feels allocation extensions for the Lundy Lake Road Rehab Project is necessary and justified by the unforeseeable delays in other STIP projects. Therefore, the County is requesting a 12-month extension for allocation of PS&E, ROW and Construction funds.</p>			

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(1) – Local Streets and Roads Projects
Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)		Number of Months Requested
		E&P	PS&E	Extended Deadline
	PPNO Project Description	R/W	CON	CT Recommendation
	Reason for Project Delay:			
29	Town of Mammoth Lakes	\$0		20 months
	Mono	\$0		2/29/2004
	PPNO: 2502	\$3,984		
	Lake Mary Road Bike Lanes	\$3,984		Support, meets STIP guidelines
	<p>The Town of Mammoth Lakes is requesting an extension based on the following reasons:</p> <ol style="list-style-type: none"> 1. The USDA – Inyo National Forest (INF) is the co-lead with the Town of Mammoth Lakes in completing the NEPA document. The INF has completed a “Decision Notice and Finding of No Significant Impact” in the final environmental assessment. The State Historic Preservation Office (SHPO) is currently reviewing the INF decision. SHPO’s decision is expected in the near future, however the FHWA needs SHPO’s concurrence to approve the NEPA document. 2. Mammoth Lakes has a short construction season, generally from late May through mid October. This affects all processes of the project, including base topographic collection, field design and construction. <p>Based on the above, the Town of Mammoth Lakes is requesting a 20-month extension for allocation of the construction funds.</p>			
30	County of San Joaquin	\$0	\$0	4 months
	San Joaquin	\$94	\$0	10/31/2003
	PPNO: 2K58	\$528	\$619	
	Lower Sacramento Road Widening	\$619	\$619	Support, meets STIP guidelines
	<p>The County is requesting that programmed PS&E funds be shifted to Construction, and that an allocation extension be granted on the revised total of construction funds.</p> <p>The project has moved on schedule through the design phase. The project must meet both CEQA and NEPA requirements, and the schedule is now contingent on the amount of time taken by State and Federal agencies to review, comment and approve the environmental documentation. The County filed the Notice of Determination concluding the CEQA process on April 10, 2002. On January 18, 2002, as part of the NEPA approval process, the County submitted to Caltrans several technical studies including a Historic Property Survey Report, an Archeological Survey Report, and a Historic Architectural Survey Report. As of this date, the studies have been forwarded to FHWA for review. When the FHWA review is complete, the documentation will be forwarded to SHPO for its concurrence. Once SHPO has concurred, the documents will be returned to FHWA for final approval. It is not known how long review will take and what comments will be made. Accordingly, the County is requesting an extension of 4 months for allocation of construction funds. It is expected that future phases of the project will proceed in an efficient and timely manner.</p> <p>In order to allow for preparation of PS&E and environmental clearance to occur concurrently, the County has funded PS&E with other funds and is requesting that the programmed PS&E funds be shifted to the construction component.</p>			

Time Extension/Waiver – Allocation Deadline
Item 2.8a.(1) – Local Streets and Roads Projects
Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
PPNO	Project Description	E&P PS&E R/W CON TOTAL	CT Recommendation
Reason for Project Delay:			
31	City of Lodi San Joaquin	\$0 \$0 \$0	8 months (02/03 \$1,000,000) 20 months (01/02 \$1,856,000)
	PPNO: 2K57 Lower Sacramento Road Widening	\$2,856 \$2,856	2/29/2004 Support, meets STIP guidelines
<p>Construction of the project has been delayed approximately 20 months due to a cascade of unforeseen events, issues and staffing changes that have and will continue to significantly hinder implementation of this project. Reaching consensus on the project description, establishing logical termini, scoping of the environmental review, and delivery of timely direction and decisions from FHWA and Caltrans are factors affecting our progress.</p> <p>First and foremost, the project's "logical termini and independent utility" was challenged by FHWA with respect to an adjoining County of San Joaquin project on the south. Although the existing project termini prevailed, it required many months and delayed consensus on the project description. The events of September 11 resulted in the FHWA project manager being recalled to active duty. An already burdened FHWA project manager was assigned to the project. Shortly thereafter, the Caltrans project manager was reassigned and a new Caltrans project manager was assigned to the project. The project continues to move forward slowly as new staff become familiar with new projects. The consultant projects that the environmental documents will not be completed until October 2003. These issues have delayed the project approximately 20 months. Therefore, the City is requesting a 20-month extension for the allocation of 2001-2002 construction funds and an 8-month extension for the allocation of 2002-2003 construction funds, for a new deadline for both of 2/29/2004.</p>			
32	City of Tracy San Joaquin	\$0 \$0 \$0	6 months 12/31/2002
	PPNO: 2K53 Reconstruction of Parker Ave.	\$225 \$225	Support, meets STIP guidelines
<p>In 1999, the City of Tracy nominated the reconstruction of Parker Avenue. At that time the cost estimate was based on the current market. After a geotechnical study, it was clear that the required funding, including the City portion, was not enough to construct the project. The scope changed significantly and the project could not move forward due to a funding shortfall of over \$1 million. The City devoted staff resources to look for funding opportunities to fill the shortfall, and also examined project phasing alternatives.</p> <p>In 2001, the City successfully filled the shortfall with STIP funding. There was uncertainty of which year the additional funding would be programmed in, thus the City was not sure how to proceed without knowing CTC action. The additional funding was approved by the CTC in fiscal year 2002-2003.</p> <p>Finally, unlike other rehab projects in the STIP, this project is federalized and required additional time for environmental analysis. Due to these issues, the City is requesting a 6-month extension for allocation of 2001-2002 construction funds.</p>			
33	Merced County Association of Governments Merced	\$0 \$0 \$0 \$74	12 months 6/30/2003
	PPNO: 5961 Merced County CMAQ Match	\$74	Support, meets STIP guidelines
<p>MCAG is requesting a delivery deadline extension of 12 months for RIP funds programmed as CMAQ match reserve in the 2001/2002 fiscal year. The cause for the 12-month delay concerning these funds stems from the fact that several CMAQ projects were not being delivered in a timely manner and MCAG is in the process of identifying additional CMAQ projects at this time. Because MCAG evaluates the progress of all CMAQ projects on a yearly basis, it was not able to identify the surplus amount until this fiscal year. An extension will allow MCAG to utilize these funds as CMAQ match for projects to be programmed in the 2002-2003 fiscal year. Therefore, MCAG is requesting a 12-month extension for allocation of these funds.</p>			