

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 21-22, 2004

Reference No.: 2.8c.
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Terry Abbott
Division Chief
Local Assistance

Ref: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION PER
RESOLUTION G-01-21, FOR LOCAL STIP PROJECT
WAIVER-03-32**

ISSUE:

The California Transportation Commission (Commission) allocated construction funds totaling \$13,647,000 for two projects shown on the attached list. The implementing agencies awarded the contracts, but do not anticipate completing the projects by their respective completion deadlines. The attachment shows the details of the projects and the delays that have resulted in the extension requests. The project sponsors request extensions, and the planning agencies concur.

RECOMMENDATION:

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

BACKGROUND:

Resolution G-01-21, State Transportation Improvement Program (STIP) Guidelines, adopted by the Commission on July 12, 2001, stipulates that after a contract is awarded, the implementing agency has up to 36 months to complete the contract. The Guidelines further stipulate that the Commission may approve a waiver 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.

Attachment

Time Extension/Waiver – Project Completion Deadline
 Local Streets and Roads Projects
 Program Year 2003/2004

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
	PPNO	E&P	Extended Deadline
	Project Description	PS&E R/W CON TOTAL	CT Recommendation
	Reason for Project Delay:		
1	City of Carson Los Angeles	\$0 \$0 \$0	20 months
	PPNO: 7057	\$12,647	8/06/2005
	Del Amo Blvd. Overcrossing at I-405	\$12,647	Support – meets STIP guidelines
	<p>During the design phase of the Del Amo Blvd. Overcrossing project, in 1996, the City submitted environmental documents to the regulatory agencies including U.S. Corps of Engineers (USCE), California Regional Water Quality Control Board (CRWQCB), and California Department of Fish and Game (CDFG). All these agencies determined that the project did not require permits from them. In August 2001, while construction was in progress, a representative from the CRWQCB visited the site and informed the City and the Contractor that the construction was impacting the quality of the water in Dominguez Channel. On September 26, 2001, CRWQCB set the condition for continuation of work which included preparation of a report using water sampling and algae testing data, as well as a plan to mitigate 7 acres of wetland/natural habitat in the vicinity of the project.</p> <p>The physical construction of the project is complete and the roadway/bridge is open to the public. In order to comply with the requirements of CRWQCB, the City and CDFG have identified a wetland site in the vicinity of the project and the City has prepared a draft mitigation plan. This plan has been submitted to USCE, CRWQCB and CDFG for review and approval. In addition, the City has to prepare an addendum to the original environmental documents to include this mitigation plan. Assuming approval of this plan, it will take approximately six months to implement and five years to monitor the site. Therefore, the City requests a 20-month extension of the project completion deadline.</p>		
2	Orange County Transportation Authority (OCTA) Orange	\$0 \$0 \$0	20 months
	PPNO: 9717	\$1,000	10/01/2005
	Pacific Electric Right of Way Project (STIP TEA Project)	\$1,000	Support – meets STIP guidelines
	<p>The Pacific Electric Right of Way project was approved to implement aesthetic enhancements along the former Pacific Electric Right of Way (ROW). This project is being delivered in three phases. Phase I, completed in November 1998, was a locally funded demonstration project at one site. Phase II construction was completed in April 2001 and is currently under plant establishment. Phase III is being delivered in stages and is currently underway. The next stage will be to finish grading and install the irrigation and landscaping. The project has been staged to allow installation of utilities prior to street construction and to accommodate the major construction required to remove the railroad crossings and reconstruct the streets. The road construction would likely have damaged any newly installed landscaping and irrigation, requiring repairs and increasing costs.</p> <p>Phase III has been delayed due to Union Pacific Railroad's (UPRR) ongoing freight operations along this spur. When OCTA purchased the operating portion of the Pacific Electric ROW, an agreement was made with UPRR to allow continued use of the spur to service industrial customers in Los Angeles County. UPRR was to investigate rerouting the freight traffic to another spur by means of a new connector. After the traffic was rerouted, UPRR was to remove the rail crossing throughout Orange County and make necessary street and sidewalk repairs. UPRR has experienced severe delays in the design and approval of the new rail spur and subsequent track removals and street repair. The original schedule called for the removal of the tracks in early 2002. To date, the project has experienced 36 months of delay. In anticipation of UPRR's construction work, OCTA began construction of Phase III in the summer of 2003. The initial work of grading and site preparation has been completed, and OCTA has now authorized the contractor to complete additional work to speed up construction. However, all work cannot be completed due to the heavy construction still required by the railroad. OCTA anticipates all construction to be complete by May 2004, while the plant establishment period will extend 36 months beyond the construction completion. Due to these delays, OCTA requests a 20-month extension of the project completion deadline.</p>		