State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 12-13, 2004

Reference No.: 2.8d.(2)
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Deborah Mah
Division Chief
Mass Transportation

Ref: **REQUEST TO EXTEND THE PROJECT DEVELOPMENT EXPENDITURE DEADLINE PER RESOLUTION G-03-19, STATE TRANSPORTATION IMPROVEMENT PROGRAM GUIDELINES WAIVER-03-52**

ISSUE

The California Transportation Commission (Commission) allocated State funds totaling $198,431 on May 9, 2002, under Resolution MFP-01-18, for the design of the San Francisco Bay Area Rapid Transit District BART-Oakland Airport Connector Project. The attachment shows the details of the project and the delay that has resulted in the extension request.

RECOMMENDATION

The Department of Transportation recommends approval of this time extension request.

BACKGROUND

Resolution G-03-19, State Transportation Improvement Program (STIP) Guidelines, adopted by the Commission on December 11, 2003, stipulates that funds allocated for local project development or right of way components of local grant projects are available for expenditure only until the end of the second fiscal year after the year of allocation. 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.

Attachment

Reference No.: 2.8d.(2)
May 12-13, 2004
Attachment

Time Extension/Waiver – Project Development Expenditure Deadline
Mass Transportation Project

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount By Component PA&ED PS&E R/W CON TOTAL	Number of Months Requested Extended Deadline CT Recommendation
1	San Francisco Bay Area Rapid Transit District Alameda County PPNO: 04-2103 BART-Oakland Airport Connector Project	$0 $198,431 $0 $0 **$198,431**	20 months 2/28/2006 Support
	The Oakland Airport Connector will be developed concurrently with a planned expansion of the terminals at the airport, and must be located in an area convenient to the terminals. Recently, United Airlines notified the airport that they will be vacating a large hangar located strategically near the entrance to the airport and adjacent to existing parking facilities. As a result of this new opportunity, airport terminal expansion plans are being revisited and may change, as the new terminals could utilize the hangar space. As a result of the potential reconfiguration of the terminal area, BART has had to delay the design of the Oakland Airport Connector.		