

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

PROJECT BUSINESS MATTERS
Request for Waiver – Project Completion
Action Item

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CTC Meeting: May 2-3, 2001

Agenda Item: 2.8c.(2)

Original Signed by
W. J. EVANS
Chief Financial Officer
May 1, 2001

TIME EXTENSION REQUEST – CTC RESOLUTION G-99-25
GUIDELINES FOR ALLOCATING, MONITORING AND AUDITING OF
FUNDS FOR LOCAL ASSISTANCE PROJECTS

PROPOSITION 116 BOND PROGRAMS
WAIVER-01-26

ISSUE

Resolution G-99-25, *Guidelines for Allocating, Monitoring and Auditing of Funds for Local Assistance Projects*, adopted by the California Transportation Commission (Commission) on August 18, 1999, stipulates that funds must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission applied these requirements to local project development costs funded by the Proposition 116 Bond Program.

The Department of Transportation (Department) is requesting a 14-month time extension for project completion, from June 30, 2001 through August 31, 2002, for funds allocated for San Francisco-Monterey Intercity Rail Service: Preliminary Engineering and Environmental Assessment. Completion of this project has been delayed due to right of way and environmental considerations. Negotiations between the Transportation Agency for Monterey County (TAMC) and the Union Pacific (UP) Railroad Company—the property owner—have taken more time than expected. However, on April 5, 2001 TAMC received a draft Right of Entry from the UP. Completion of the project is dependent upon the date on which the UP grants TAMC access onto the rail right-of-way for the consultants to perform the inspections and measurements needed to complete their tasks.

RECOMMENDATION

The Department requests the Commission approve this time extension request from June 30, 2001 through August 31, 2002.

BACKGROUND

The Commission approved \$450,000 (under Resolution PA-98-19) from the Proposition 116 Bond fund on September 22, 1998. TAMC hired STV Incorporated—a consulting firm that has had many years of experience working with the UP. To date, STV has invoiced \$123,375.26 out of the \$450,000 contract. STV has also prepared a revised schedule to show the work remaining and the time frame needed to complete the contracted work plan. This schedule calls for a minimum of ten months to complete the work once access is granted to the rail right-of-way. Time may need to be added to the process, once inspections of the Salinas River Bridge have been completed, for public hearings on bridge replacement or rehabilitation. These public hearings and their required notifications could add to up to four additional months to the work schedule, resulting in the need for a 14-month time extension.