

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

PROJECT BUSINESS MATTERS  
Reimbursement Time Extension  
Action Item

Prepared By:  
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CTC Meeting: May 2-3, 2001

Agenda Item: 2.8d.

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

**WAIVER REQUEST – CTC RESOLUTION G-00-20**

**CTC STIP GUIDELINES**

**SECTION 65 – TIMELY USE OF FUNDS**

**LOCAL STREETS AND ROADS PROJECTS**

**WAIVER-01-29**

**ISSUE**

Resolution G-00-20, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) on July 19, 2000, stipulates that funds programmed for project development and right of way components of local grant projects are available for expenditure only until the end of the second fiscal year after allocation.

The Commission allocated \$2,738,000 in FY 1998-1999 for two projects shown on the attachment. The expenditure deadline is June 30, 2001. To date, the allocated funds have not been fully expended. The implementing agencies are requesting extensions per Resolution G-00-20. The regional transportation planning agencies concur.

**RECOMMENDATION**

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

Attachment

Time Extension/Waiver – Reimbursement Deadline  
Item 2.8d. – Local Streets and Roads Projects

Project #	Applicant County	Allocation Amount/Phase (in thousands)	Number of Months Requested
		Allocation Date	Extended Deadline
	PPNO Project Description Reason for Project Delay:	Original Deadline	CT Recommendation
1	Tulare County Tulare	\$1,988 E&P	20
	PPNO: 6L11 Goshen Avenue to El Monte Way	3/3/1999 6/30/2001	2/28/2003 Support – meets CTC Guidelines
<p>Environmental delay. This project has experienced delays in the environmental review process. There were unanticipated alignment changes due to public input. There was longer than expected review of the technical studies because the project is located in the jurisdictions of both the Cities of Visalia and Dinuba in addition to Tulare County and Caltrans. And the FHWA position to delay the review of the Administrative Draft EA/EIR as well as all 11 technical studies until the receipt of the State Historic Preservations Office's concurrence letter on the cultural resource documents. One of the studies, the Natural Environment Study (NES), is critical for FHWA to review because FHWA would then request concurrence from the USFWS on the Biological Assessment, which is an appendix to the NES. USFWS review could take at least 5 months. The documents are being held until SHPO concurrence is received. The County did not indicate when this is expected to occur. The approval of the environmental document will occur after the STIP program year for PS&amp;E. A time extension request is concurrently being sought for allocation of the PS&amp;E and R/W.</p>			
2	Yosemite Area Regional Transportation System Merced	\$750 E&P	18
	PPNO: 4934 YARTS Staging Areas	10/27/1998 6/30/2001	12/31/2002 Support
<p>The initial requests for proposals in the Fall of 1999 to qualified environmental consultants did not have a satisfactory response. Only one proposal was received and it covered only the management component. The RFP was revised and reissued in January 2000. A firm was selected on March 1, 2000. Over 3 months had been lost. A request for pre-award audit was made on about March 30, 2000. The audit took four months to schedule and complete, a loss of time that had not been anticipated. The contract was signed July 7, 2000. The investigation of potential staging area locations was initiated immediately and all candidate sites were identified and evaluated in a Site Feasibility Report published on November 22, 2000. The identification of candidate staging area sites, scheduling of community meetings, and site screening is complete, but took about 2.5 months longer than expected. The overall project schedule is also being adversely affected by difficulties in determining the NEPA lead agency and the definition of the project for purposes of NEPA review. YARTS involved multiple Federal agencies including FHWA, FTA, NPS, and the Forest Service. Caltrans is also involved. The complex and multifaceted Federal involvement has required extensive discussions and multiple meetings, and while close to final resolution, it has impeded the overall project schedule by an estimated 3 months. The environmental studies have begun. The earliest feasible completion date for the EIR/EA is June 1, 2000. A seven-month scheduling contingency is requested for Caltrans, FHWA, and FTA review of the environmental documents.</p>			