

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

PROGRAM AMENDMENTS
STIP Amendment 00S-022B
Action Item
CTC Meeting: June 6-7, 2001

Prepared By:
Jim Nicholas
Chief
Division of Transportation Programming
(916) 654-4013

Agenda Item: 2.1a.(20)

PROPOSED

Original Signed By

W. J. EVANS
Chief Financial Officer
June 1, 2001

STIP AMENDMENT 00S-022B - ACTION

ACTION UPDATE FROM NOTICE

This item was noticed at the May 2001 Commission meeting under STIP Amendment 00S-022. STIP Amendment 00S-022 had proposed to delay the programming schedule for seven projects in Alameda, Contra Costa, San Mateo and Solano counties.

The Commission expressed concern about projects that had previously been delayed and were now requesting another programming delay. They directed that those projects with their first construction (CON) programming delay would be approved without discussion and could be placed on the June Consent Calendar. They further directed that those with a prior construction programming delay return in June with an explanation of the previous delay(s) and a discussion about the relative certainty that the proposed schedule delay for construction can be met.

In order to allow those projects with their first delay to be on consent, the Department has split STIP Amendment 00S-022 into two separate amendments: STIP Amendment 00S-022A is for the three projects requesting a schedule delay for the first time, and STIP Amendment 00S-022B is for the remaining four projects with previous delays.

This amendment, STIP Amendment 00S-022B, contains a Revised Summary, Revised Executive Summary and Revised Summary Table for the four projects in Alameda and Contra Costa counties which have been delayed previously. An explanation of the previous delay(s) and a discussion about the relative certainty that the proposed schedule delay for construction can be met has been added to the background for each of the four projects. The references to the other three projects have been shown with "~~strike thru~~" text, including the references in the attachments.

June 6-7, 2001

The following table lists all seven projects in the original STIP Amendment 00S-022 with schedule delays and their corresponding revised STIP amendment number.

LISTING BY AMENDMENT (AMOUNTS IN \$THOUSANDS)

Amendment No.	COUNTY	PPNO	FY 2001-02 to FY 2000-01	FY 2001-02 to FY 2002-03	FY 2001-02 to FY 2003-04	FY 2002-03 to FY 2003-04
OSS-022A	Solano	5301			\$2,400	\$8,800
OSS-022A	San Mateo	1035	\$100	\$777		
OSS-022A	Contra Costa	0222B		\$3,500		
OSS-022B	Contra Costa	0295F		\$27,515		
OSS-022B	Alameda	0134C			\$16,767	
OSS-022B	Alameda	0095B			\$15,381	
OSS-022B	Alameda	0016F		\$28,494		

REVISED SUMMARY

This amendment delays and adjusts programming for four projects in Alameda and Contra Costa counties. The net change in programming is: \$88,157,000 decrease in FY 2001-02; \$56,009,000 increase in FY 2002-03; and \$32,148,000 in FY 2003-04, with no change in County Share Balances.

SUMMARY

~~This amendment delays and adjusts programming for seven projects in Alameda, Contra Costa, San Mateo and Solano counties. The net change in programming is: \$103,734,000 decrease in FY 2001-02; \$100,000 increase in FY 2000-01; \$60,286,000 increase in FY 2002-03; and \$43,348,000 increase in FY 2003-04, with no change in County Share Balances.~~

RECOMMENDATION

The Department and the Metropolitan Transportation Commission (MTC) are requesting this amendment.

RESOLUTION

Resolved, that the California Transportation Commission revise the 2000 State Transportation Improvement Program (STIP) at the end of the 30 day notice period as shown on Attachment A.

REVISED EXECUTIVE SUMMARY

**This amendment delays and adjusts programming for four projects in two counties. The net change in programming by fiscal year (FY) is:
 \$88,157,000 decrease in FY 2001-02;
 \$56,009,000 increase in FY 2002-03; and
 \$32,148,000 increase in FY 2003-04**

June 6-7, 2001

EXECUTIVE SUMMARY AND BACKGROUND

This amendment delays and adjusts programming for 7 projects in 4 counties.

The net change in programming by fiscal year (FY) is:

\$100,000 increase in FY 2000-01;

\$103,734,000 decrease in FY 2001-02;

\$60,286,000 increase in FY 2002-03; and

\$43,348,000 increase in FY 2003-04

The Revised net changes in \$Thousands by the Fiscal Year of delay are tabulated below:

Summary	Changes (\$1,000)				
	FY 00-01	FY 01-02	FY 02-03	FY03-04	FUTURE
From To					
01-02 to 02-03		\$(56,009)	\$56,009		
01-02 to 03-04		\$(32,148)		\$32,148	
01-02 to FUT					
02-03 to 03-04					
NET Change of delays		\$(88,157)	\$56,009	\$32,148	

The net changes in \$Thousands by the Fiscal Year of delay are tabulated below:

Summary	Changes (\$1,000)				
	FY 00-01	FY 01-02	FY 02-03	FY03-04	FUTURE
From To					
01-02 to 02-03		\$(60,286)	\$60,286		
01-02 to 03-04		\$(34,548)		\$34,548	
01-02 to FUT					
02-03 to 03-04		\$(8,800)		\$8,800	
NET Change of delays		\$(103,634)	\$60,286	\$43,348	
01-02 to 00-01	\$100	\$(100)			
02-03 to 01-02					
03-04 to 01-02					
03-04 to 02-03					
NET Change of advances	\$100	\$(100)			
GRAND	\$100	\$(103,734)	\$60,286	\$43,348	

BACKGROUND

This amendment delays and adjusts programming for four projects in Alameda and Contra Costa counties. The net change in programming is: \$88,157,000 decrease in FY 2001-02; \$56,009,000 increase in FY 2002-03; and \$32,148,000 in FY 2003-04, with no change in County Share Balances.

~~This amendment delays \$28,494,000 in Grandfathered Regional Improvement Program (GF-RIP), \$42,992,000 in Regional Improvement Program (RIP), and \$32,148,000 in Special Source, Non-County Share, funds from Fiscal Year 2001-02 to later fiscal years, and advances \$100,000 RIP funds from FY 2001-02 to FY 2000-01. The individual requests are grouped by county, including a summary of each county's request and the reason for delay, followed by a detailed description of the project and reasons for delay.~~

Attachment A displays the STIP programming changes, and Attachment B displays the local funding associated with the projects.

ALAMEDA COUNTY

This amendment delays \$28,494,000 in Grandfathered RIP funding from FY 2001-02 to FY 2002-03 for one project and \$32,148,000 in Special Source, Non-County Share, funding from FY 2001-02 to FY 2003-04 for two projects with no change in Alameda County's Share Balance.

ALAMEDA COUNTY SUMMARY (AMOUNTS IN \$THOUSANDS)

Projects	FY 2001-02 to FY 2002-03	FY 2001-02 to FY 2003-04		TOTALS	REASON FOR DELAY
1	\$28,494			\$28,494	Need more time for R/W acquisition
2		\$15,381		\$15,381	Needs FHWA's Environmental approval
3		\$16,767		\$16,767	Impacted by project #2
TOTAL	\$28,494	\$32,148		\$60,642	

Project #1 (PPNO 0016F) This amendment delays \$28,494,000 in Grandfathered RIP funding (\$4,534,000 for construction support and \$23,960,000 for construction) from FY 2001-02 to FY 2002-03 for the reconstruction of the Route 262/Warren Avenue/I-880 Interchange and I-880 widening project. Utility relocation and railroad agreements have taken longer than anticipated, delaying the acquisition of right of way.

Programming History

CON Component	Action	Fiscal Year	(\$1,000)	Reason
Original Programming	1992 STIP	1998-99	\$19,979	New Project
1 st Advance	1994 STIP	1996-97	\$26,483	
1 st Delay	1996 STIP	1999-00	\$26,483	Changes in Environmental laws, and Air Quality studies
2 nd Delay	1998 STIP	2001-02	\$28,494	Right of entry not authorized by UPRR
This Delay	00S-022B	2002-03	\$28,494	R/W acquisition, railroad agreements, and utility relocation

Discussion of Revised Programming

The proposed schedule change allows for completion of the environmental process, provides sufficient time to obtain Union Pacific Railroad (UPRR) approvals and takes into consideration condemnation proceedings, if necessary.

Project #2 (PPNO 0095B) This amendment delays \$15,381,000 in Special Source, Non-County Share, funding programmed for construction, from FY 2001-02 to FY 2003-04, for the Hayward Bypass project. The Federal Highway Administration (FHWA) needs more time to review and approve the Federal Environmental Impact Statement/Report (FEIS/R) and issue the Record of Decision (ROD).

Programming History

CON Component	Action	Fiscal Year	(\$1,000)	Reason
Original Programming	1992 STIP	1995-96	\$15,381	New Project
1 st Delay	1996 STIP	1999-00	\$15,381	Environmental Document
2 nd Delay	1998 STIP	2001-02	\$15,381	Environmental Document
This Delay	00S-022B	2003-04	\$15,381	Issuance of Record of Decision by FHWA

Discussion of Revised Programming

State Highway Route 238 is a city street passing through the middle of Hayward commonly referred to as "Mission Boulevard". In 1962, to resolve local transportation problems resulting from the unfeasibility of a planned state transportation facility for a new Route 238 and to address congestion on existing Route 238, the legislature passed Assembly Bill 3179 (Government Code 14528.5) which stipulates that the proceeds from the sale of excess right of way from the planned Route 238 be used to fund a locally adopted program of projects, referred to as the Local Alternative program.

In 1987, the City of Hayward adopted the Hayward Bypass and Route 580 Connector projects as their local alternative program. In 1989, a Consent Decree established conditions to allow the projects to proceed. One of those conditions was that the Federal Highway Administration (FHWA) must issue a Record of Decision (ROD) before the design phase of the Hayward Bypass could begin. In 1992, the City of Hayward passed Measure L in support of the Hayward Bypass project and the project was programmed in the 1992 STIP.

On June 6, 2000, the Federal Environmental Impact Statement/Report (FEIS/R) was approved. To complete the environmental process, the issuance of the ROD by the FHWA is required, typically, the ROD is issued 30 days after an FEIS/R is approved. However, in this case, at the same time the FEIS/R was being approved by FHWA, the United States Fish and Wildlife Service (USFWS) was working on a revision to the designated critical habitat for the Alameda Whipsnake. This revision delayed the issuance of the ROD by FHWA which must now take into consideration a formal biological opinion by the USFWS. Once the formal biological opinion is rendered, the FHWA will begin their review process.

Currently, the Department is coordinating the collection of data needed by the USFWS with the City of Hayward and the County of Alameda with the expectation that the ROD will be issued in the fall of 2001.

Following completion of the design phase after the completed ROD in the fall, construction is now expected to begin in fiscal year 2004-05. Because the statutes require that the Route 238 Local Alternative projects be programmed in the STIP, this amendment requests the construction programming for both projects be shifted to the last year of the current STIP with the expectation that they will be moved to FY 2004-05 during the 2002 STIP programming cycle.

Project #3 (PPNO 0134C) This amendment delays \$16,767,000 in Special Source, Non-County Share, funding from FY 2001-02 to FY 2003-04 programmed for the construction component of the new Route 238 Connector project. This project will connect eastbound Interstate 580 and southbound Interstate 238 with the southbound Hayward Bypass. Environmental delays on the Hayward Bypass project outlined in the paragraph above directly affect the development of the Route 238 Connector project.

Programming History

CON Component	Action	Fiscal Year	(\$1,000)	Reason
Original Programming	1988 STIP	1991-92	\$16,767	New Project
1 st Delay	1990 STIP	1992-93	\$16,767	Litigation halted the development of the Hayward Bypass project
2 nd Delay	1994 STIP	1995-96	\$16,767	Schedule revised to match the Hayward Bypass project
3 rd Delay	1996 STIP	1998-99	\$16,767	Environmental delays on the Hayward Bypass project
4 th Delay	1998 STIP	2001-02	\$16,767	Environmental delays on the Hayward Bypass project
This Proposal	00S-022B	2003-04	\$16,767	Issuance of Record of Decision by FHWA on the Hayward Bypass project

Discussion of Revised Programming

The scope of the Route 238 Connector project on Route 580 is to connect Route 580 to the Hayward Bypass. Both projects are part of the Government Code 14528.5 Route 238 Local Alternative Program. The original programming of the Route 238 Connector project anticipated the completion of legal proceedings taking place on the Hayward Bypass project. This litigation process took longer than expected and delayed the schedule of the Route 238 Connector project in 1990.

In 1994, the Department revised the schedule for the Route 238 Connector project to match the schedule on the Hayward Bypass project. Later in 1994, the Plans, Specifications and Estimates for the Route 238 Connector project were completed and the Department considered a change in strategy. This strategy consisted of building the Route 238 Connector first and then the Hayward Bypass project. During the 1996 STIP, the Hayward Bypass project was delayed from FY 1995-96 to FY 1999-00, prompting a schedule revision on the Route 238 Connector project from FY 1995-96 to FY 1998-99. Due to subsequent delays in the environmental process on the Hayward Bypass project, the Department decided not to build the Route 238 Connector project first and went back to a concurrent delivery schedule for both projects.

Progress on the Route 238 Connector project hinges upon completion of the environmental process on the Hayward Bypass project. Design for the Route 238 Connector project will be updated to reflect current standards and changes in the Hayward Bypass project. Because statutes require the Route 238 Local Alternative projects be programmed in the STIP, this amendment requests that the construction programming for both projects be shifted to the last year of the current STIP with the expectation that they will be moved to FY 2004-05 during the 2002 STIP programming cycle.

CONTRA COSTA COUNTY

This amendment delays ~~\$31,015,000~~ **\$27,515,000** in RIP funding from FY 2001-02 to FY 2002-03 for ~~two projects~~ **one project**, with no change in Contra Costa County's Share Balance.

CONTRA COSTA COUNTY SUMMARY (AMOUNTS IN \$THOUSANDS)

Projects	FY 2001-02 to FY 2002-03	FY 2001-02 to FY 2003-04		TOTALS	REASON FOR DELAY
1	\$3,500			\$3,500	Utility relocation problems
2	\$27,515			\$27,515	R/W and C&M agreement issues with BNSF, and utility relocation problems
TOTAL	\$31,015 \$27,515			\$31,015 \$27,515	

~~Project #1 (PPNO 0222B) This amendment delays \$3,500,000 in RIP funding from FY 2001-02 to FY 2002-03 for the construction of the Alcosta/Interstate 680 Interchange project. Delays on right of way exchange proceedings and utility relocation problems have impacted the construction delivery schedule.~~

Project #2 (PPNO 0295F) This amendment delays \$27,515,000 in RIP funding (\$4,433,000 for construction support and \$23,082,000 for construction) from FY 2001-02 to FY 2002-03 for the Route 680 HOV Lane widening project. The additional time is needed to come to an agreement with the Burlington Northern Santa Fe Railroad (BNSF) Company on the demolition of an existing structure; encroachment on an adjoining property; documentation and relocation of an existing access road; and the possibility of relocating newly discovered utilities.

Programming History

CON Component	Action	Fiscal Year	(\$1,000)	Reason
Original Programming	1998 STIP	2000-01	\$27,515	New Project
1 st Delay	98S-106	2001-02	\$27,515	Environmental Document and coordination with BNSF on alternative track and bridge alignment study
This Proposal	00S-022B	2002-03	\$27,515	R/W and C&M agreement issues with BNSF, and utility relocation problems

Discussion of Revised Programming

Delays \$27,515,000 in STIP funding for construction from FY 2001-02 to FY 2002-03 for the Contra Costa 680 HOV Widening project. The construction and maintenance (C&M) agreement with BNSF has a target date of September 2001, and the target date for the relocation of utilities is April 2002. Construction of the widening project can begin after the relocation of the utilities.

SAN MATEO COUNTY

This amendment delays \$777,000 in RIP funding from FY 2001-02 to FY 2002-03 and adjusts programming for one project with no change in San Mateo County's Share Balance.

SAN MATEO COUNTY SUMMARY (AMOUNTS IN \$THOUSANDS)

Projects	FY 2001-02 to FY 2000-01	Remains in FY 2001-02	FY 2001-02 to FY 2002-03	TOTAL	REASON FOR DELAY
1	\$100	\$123	\$777	\$1000	Impacted by the delay of the BART's SFO Airport Extension project
TOTAL	\$100	\$123	\$777	\$1000	

Project #1 (PPNO 1035) This amendment delays \$777,000 of \$1,000,000 in RIP funding from FY 2001-02 to FY 2002-03 for the construction of the San Francisco International Airport Extension Bike Path and reprograms the remaining \$223,000 as follows: \$100,000 in FY 2000-01 for PA&ED and \$123,000 in FY 2001-02 for PS&E. The delay in the SFO Airport Extension project conflicts with the staging of this project.

SOLANO COUNTY

This amendment delays RIP funding of \$2,400,000 from FY 2001-02 and \$8,800,000 from FY 2002-03 to FY 2003-04 for one project, with no change in Solano County's Share Balance.

SOLANO COUNTY SUMMARY (AMOUNTS IN \$THOUSANDS)

Projects	FY 2001-02 to FY 2002-03	FY 2001-02 to FY 2003-04	FY 2002-03 to FY 2003-04	TOTALS	REASON FOR DELAY
1		\$2,400	\$8,800	\$11,200	Unanticipated NEPA process requirement
TOTAL		\$2,400	\$8,800	\$11,200	

Project #1 (PPNO 5301) This amendment delays \$11,200,000 in RIP funding as follows: \$2,400,000 programmed for R/W from FY 2001-02 to FY 2003-04 and \$8,800,000 programmed for construction from FY 2002-03 to FY 2003-04, for the Solano County Interstate 80 Reliever Route project. The County originally intended to proceed with the project in separate segments. The FHWA is now requiring the County to evaluate the segments as a single corridor. This new approach requires the County to participate in the National Environmental Protection Act (NEPA) process due to possible impacts to nearby wetlands. This new requirement delays the delivery of the project.

ATTACHMENTS

STIP AMENDMENT 00S-022B
STIP PROGRAMMING
(\$1,000)

ATTACHMENT A

Fund	County	Agency	Rte	Lead	Delay By	PPNO	Project	Project Totals by Fiscal Year						Project Totals by Component									
								Total	Prior	FY 01	FY 02	FY 03	FY 04	Fut	R/W	Const	E & P	PS&E	R/W Sup	Con Eng			
GF RIP	ALA	Caltrans	880	CT	CT	0016F	Alvarado/Niles Widening HOV Lane	-28,494			-28,494						-23,960					-4,534	
GF RIP	ALA	Caltrans	880	CT		0016F	Alvarado/Niles Widening HOV Lane	28,494				28,494					23,960					4,534	
							REASON FOR DELAY: Need more time for R/W acquisition.																
RIP	CC	City of San Ramon	LA	Local	Local	0222B	Alcosta-Boulevard Interchange	-3,500			-3,500						-3,500						
RIP	CC	City of San Ramon	LA	Local		0222B	Alcosta-Boulevard Interchange	3,500				3,500					3,500						
							REASON FOR DELAY: R/W exchange and Utility relocation problems																
RIP	CC	CT	680	CT	CT	0295F	HOV lane, Marina Vista to North Main	-31,653	-4,138		-27,515						-23,082		-4,138			-4,433	
RIP	CC	CT	680	CT		0295F	HOV lane, Marina Vista to North Main	31,653	4,138			27,515					23,082		4,138			4,433	
							REASON FOR DELAY: R/W and Construction and Maintenance Agreement issues with BNSF, and utility relocation problems																
RIP	SM	BART	MT	Local	Local	1035	BART/SFO-Extension Bicycle Path	-1,000			-1,000						-1,000						
RIP	SM	BART	MT	Local		1035	BART/SFO-Extension Bicycle Path	1,000	100	123	777						777	100	123				
							REASON FOR DELAY: Impacted by the delay of the BART's SFO Airport Extension project																
RIP	SOL	Solano TA		Local	Local	5304	I-80 Reliever Route/Jepson Parkway	-13,550	-2,100	-2,650	-8,800					-2,500	-10,550	-250	-250				
RIP	SOL	Solano TA		Local		5304	I-80 Reliever Route/Jepson Parkway	13,550	2,100	250		11,200				2,500	10,550	250	250				
							REASON FOR DELAY: Unanticipated NEPA process requirement																
SPECIAL SOURCE, Non-County Share																							
Non-county share	ALA	Caltrans	238	CT	CT	0095B	Hayward Bypass	-15,381			-15,381						-15,381						
Non-county share	ALA	Caltrans	238	CT		0095B	Hayward Bypass	15,381				15,381					15,381						
							REASON FOR DELAY: Needs FHWA's Environmental approval.																
Non-county share	ALA	Caltrans	580	CT	CT	0134C	Near Hayward - Connection to Route 238	-16,767			-16,767						-16,767						
Non-county share	ALA	Caltrans	580	CT		0134C	Near Hayward - Connection to Route 238	16,767				16,767					16,767						
							REASON FOR DELAY: Impacted by environmental delay of Hayward Bypass																

STIP AMENDMENT 00S-022B
STIP PROGRAMMING
(\$1,000)

ATTACHMENT B

Fund	County	Agency	Rte	Lead	Delay By	PPNO	Project	Project Totals by Fiscal Year						Project Totals by Component							
								Total	Prior	FY 01	FY 02	FY 03	FY 04	Fut	R/W	Const	E & P	PS&E	R/W Sup	Con Eng	
local	ALA	Caltrans	880	CT	CT	0016F	Alvarado/Niles Widening HOV Lane	-59,432	-23,091		-36,341					-15,146	-32,443	-1,432	-5,166	-1,347	-3,898
local	ALA	Caltrans	880	CT		0016F	Alvarado/Niles Widening HOV Lane	64,828	5,536		20,750	38,542				20,750	38,542	2,098	3,438		
local	CC	City of San Ramon	LA	Local	Local	0222B	Alcosta Boulevard Interchange	-8,300	-300	-500	-3,350	-4,150					-7,500	-200	-600		
local	CC	City of San Ramon	LA	Local		0222B	Alcosta Boulevard Interchange	8,300	300	500	3,350	4,150					7,500	200	600		
local	CC	CT	680	CT	CT	0295F	HOV lane, Marina Vista to North Main	-12,668	-2,431	-387	-9,850						-9,850	-1,198	-1,620		
local	CC	CT	680	CT		0295F	HOV lane, Marina Vista to North Main	12,668	2,431	387		9,850					9,850	1,198	1,620		
local	SM	BART	MT	Local	Local	1035	BART/SFO Extension Bicycle Path	-1,050		-896	-154					-626	-154	-147	-123		
local	SM	BART	MT	Local		1035	BART/SFO Extension Bicycle Path	1,051		419	632					626	366	53	6		
local	SOL	Solano TA		Local	Local	5304	I-80 Reliever Route/Jepson Parkway	-32,740		-3,890	-6,440	-14,990	-7,420			-7,920	-24,330	-190	-300		
local	SOL	Solano TA		Local		5304	I-80 Reliever Route/Jepson Parkway	32,740		3,890	6,440	14,990	7,420			7,920	24,330	190	300		