

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 25-26, 2005

Reference No.: 2.8e.  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: GALE OGAWA  
Acting Division Chief  
Mass Transportation

Ref: **REQUEST TO EXTEND THE PERIOD OF PROJECT REIMBURSEMENT PER  
RESOLUTION G-03-19, STATE TRANSPORTATION IMPROVEMENT PROGRAM  
GUIDELINES  
WAIVER-05-16**

## **ISSUE**

The California Transportation Commission (Commission) allocated State funds totaling \$280,000 on July 18, 2002, under Resolution MFP-02-02, to the San Francisco Bay Area Rapid Transit District (BART) for the Design phase of the BART-SFO Extension Bicycle Path. The attachment describes the delays that have 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 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

Time Extension/Waiver – Project Reimbursement Deadline  
 Mass Transportation Project

<b>Project #</b>	<b>Applicant County</b>	<b>Extension Amount By Component</b>	<b>Number of Months Requested</b>
	<b>PPNO</b>	<b>PA&amp;ED</b>	<b>Extended Deadline</b>
	<b>Project Description</b>	<b>PS&amp;E</b>	<b>CT Recommendation</b>
	<b>Reason for Project Delay</b>	<b>R/W</b>	
		<b>CON</b>	
		<b>TOTAL</b>	
1	San Francisco Bay Area Rapid Transit District San Mateo County	\$0 \$280,000 \$0 \$0	20 months  2/28/2007
	PPNO: 04-1035 BART-SFO Extension Bicycle Path	<b>\$280,000</b>	Support
<p>The BART-SFO Extension Bicycle Path project was to be constructed in tandem with the BART-SFO Extension. However, deferred STIP programming kept BART from receiving capital funding for the Bicycle Path project before the overall extension was completed in mid-2003. Construction funds were originally programmed in FY 2002/03 but financial constraints required it to be pushed out to 2007/08. Since that time, Extension contractors and BART project staff have demobilized.</p> <p>BART has taken Design to a point where it would maintain shelf life, but any further work, such as the preparation of bid documents, would have to be re-done prior to an allocation for construction.</p> <p>The 20-month extension would allow BART to complete Design just prior to a construction allocation in FY 2007/08.</p>			