

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 11-12, 2011

Reference No. 2.8a.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER-11-18**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for three locally-administered on-system projects for the time periods specified on the attached document.

ISSUE:

The attached document identifies three projects totaling \$11,011,000 programmed in the 2010 State Transportation Improvement Program (STIP) in Fiscal Year 2010-11. The implementing agencies will not be ready to request an allocation of funds by the June 30, 2011 deadline. The attachment shows the details of the projects and the explanation for the delays. The project sponsors have requested an extension, and the regional planning agencies concur.

BACKGROUND:

Current STIP Guidelines stipulate that funds programmed are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

	Dist-Co-Rte Implementing Agency	Program/Year Extension Amount By Component (\$ in thousands)	Number of Months Requested
	PPNO	PA&ED (Project Approval & Environmental Document)	Extended Deadline
	Project Description	PS&E (Plans, Specifications and Estimates)	CT Recommendation
		R/W (Right of Way)	
		CON (Construction)	
		TOTAL	
1	04-Ala-580 Alameda County Transportation Commission PPNO: 04-0139F	RIP / 10-11 \$0 \$0 \$0 \$350 \$350	5 months 11/30/2011
<p>Currently a total of \$350,000 in Regional Improvement Program Transportation Enhancement (RIP-TE) funds (\$257,000 [Santa Clara] and \$93,000 [Alameda]) are programmed to the I-580 San Leandro Landscaping project for construction in Fiscal Year 2010-11. The Alameda County Transportation Commission will not be ready to request an allocation of these funds by the June 30, 2011 deadline.</p> <p>The I-580 San Leandro Landscaping project is currently in the design (PS&E) phase. The landscaping project had been planned to follow the recently completed I-580 San Leandro Soundwall project as many of the design elements of the landscaping project were going to be dependent on the final configuration of the project site after the completion of the soundwall project. The soundwall project was originally expected to be completed in June 2010. However, due to various change orders during its construction, as well as loss of working days to bad weather, the completion of the soundwall project was delayed until November 2010. This delay in completing the soundwall contract resulted in a five-month delay in completing the PS&E for the landscaping project.</p> <p>The Metropolitan Transportation Commission concurs with this request.</p>			
2	05-SB-217 City of Goleta PPNO: 05-4611	RIP / 10-11 \$0 \$980 \$0 \$3,581 \$4,561	9 months 3/31/2012
<p>Currently a total of \$4,561,000 (\$980,000 PS&E and \$3,581,000 Right of Way) in RIP funds are programmed on the Ekwill Street and Fowler Road Extensions project in Fiscal Year 2010-11. The City of Goleta (City) will not be ready to request an allocation of these funds by the June 30, 2011 deadline. The City requests a time extension of nine months to ensure sufficient time to secure approval of the environmental document and allow allocation of the subsequent PS&E and Right of Way phases of the project.</p> <p>The following factors have contributed to the delays:</p> <ul style="list-style-type: none"> • It is estimated that Department of Transportation (Department) furloughs have resulted in a one month delay to the Draft Environmental Document (DED) schedule. • The DED was delayed approximately three months to revise the DED and technical studies to address comments from the Department. • When the City developed the DED schedule, a hydraulic assessment was not anticipated. However, upon circulation of the DED, the Department determined that a hydraulic assessment was necessary, resulting in a five month delay. <p>The City has taken steps to minimize the length of the time extension. In August 2010, the City implemented a series of computer-based document review meetings between the City and Department staff. These virtual meetings have allowed real-time changes to sections of the administrative DED, eliminating delays from the conventional review, comment, and respond process.</p>			

	Dist-Co-Rte Implementing Agency PPNO Project Description	Program/Year Extension Amount By Component (\$ in thousands) PA&ED (Project Approval & Environmental Document) PS&E (Plans, Specifications and Estimates) R/W (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
3	06-Mad-99 City of Madera PPNO: 06-6436	RIP / 10-11 \$0 \$0 \$0 \$6,100 \$6,100	8 months 02/28/12
<p>Currently \$6,100,000 in RIP funds are programmed to the SR 99/4th Street Interchange Improvements project for construction in Fiscal Year 2010-11.</p> <p>This project was originally programmed in the 2008 STIP for construction in FY 2012-13. The project was reprogrammed in the 2010 STIP for construction in FY 2010-11. The Project Development and PS&E was scheduled by City of Madera (City) staff on a fast track schedule as it appeared to be a clean project, with no significant environmental issues and constructed almost entirely within the existing right of way. Upon further review by Department staff, the project scope was changed from a 5-lane bridge to a 6-lane bridge and the environmental document type changed. Also, there was an unexpected need to process mandatory and advisory design exceptions. The combination of these additional requirements has added five months to the construction delivery schedule. An additional three months is required for Department review and approval that the City did not factor into the fast track schedule.</p> <p>Unless there is significant change the current bidding climate, the increased construction cost for the above time extension should be minimal. Therefore, an increase in the STIP programmed amount is not required. Any cost increase above the current programmed amount will be funded by local Measure "T" funds.</p>			