

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 7-8, 2006

Reference No.: 2.8a.(3) - REVISED  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Terry Abbott  
Division Chief  
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION PER RESOLUTION G-03-19, STATE TRANSPORTATION IMPROVEMENT PROGRAM GUIDELINES WAIVER-06-21**

**CTC ACTION UPDATE: The California Transportation Commission approved time extensions for the following projects, as indicated: Project #2 (PPNO 302D), Project #3 (PPNO 2085), Project #19 (PPNO 8821, Con), Project #22 (PPNO 3415), Project #24 (PPNO 3400), Project #26 (PPNO 3176), Project #28 (PPNO 2518), and Project #33 (PPNO 3K47) were approved for 12 months only, to June 30, 2007. Project #32 (PPNO 0020B) was approved for 8 months. Project #7 (PPNO 5152D), Project #8 (PPNO 5152E), Project #13 (PPNO 1152), Project #14 (PPNO C002), Project #21 (PPNO 8705), and Project #25 (PPNO 3401) were tabled until the June 27<sup>th</sup> workshop. All other requests were approved as presented.**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Waiver-06-21, extending the period of project allocation for the projects listed on the attached document for the time periods shown.

## **ISSUE:**

The 34 projects totaling \$37,686,200 and described on the attached vote list, were programmed in Fiscal Year 2005-06. The agencies will not be ready to request an allocation for their programmed projects by the June 30, 2006 deadline. The attachment shows the details of the projects and the explanations for the delays. The project sponsors have requested an extension, and the planning agencies concur.

## **BACKGROUND:**

Resolution G-03-19, State Transportation Improvement Program (STIP) Guidelines, adopted by the Commission on December 11, 2003, stipulates that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

**Time Extension/Waiver – Project Allocation Deadline  
Local Streets and Roads Projects**

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
PPNO	Project Description	E&P (Environmental & Permits)	CT Recommendation
Reason for Project Delay:		PS&E (Plans, Specifications and Estimates)	
		R/W (Right of Way)	
		CON (Construction)	
		TOTAL	
1	Humboldt County Association of Governments	\$0 \$0 \$0	12 months  6/30/07
	PPNO: 1-302 2004 TEA Reserve	\$123 <b>\$123</b>	Support
The Transportation Enhancement Activities (TEA) Reserve allocation could not fully allocated by the end of FY 2005-06. A time extension is requested to provide regional TEA applicants adequate time for allocation requests.			
2	City of Eureka Humboldt	\$0 \$0 \$0	<del>18</del> <b>approved for 12 months only</b>  <del>12/31/07</del> <b>06/30/07</b>
	PPNO: 1-302D Waterfront Drive Connection Phase II – G to J Streets	\$30 <b>\$30</b>	Support
The Project Approval and Environmental Document (PA&ED) phase of the project was allocated at the April 2006 Commission Meeting. The Environmental Document has not been completed. The City anticipates completing NEPA by December 31, 2006.			
3	Humboldt County Humboldt	\$0 \$0 \$0	<del>20</del> <b>approved for-12 months only</b>  <del>2/29/08</del> <b>06/30/07</b>
	PPNO: 1-2085 Rehabilitate and Overlay Roadway	\$285 <b>\$285</b>	Support
This project has been delayed by the rescheduling of project phases for the different projects in the County, as the Commission placed many of their projects on the pending list. The withholding of funding and rescheduling of allocations presents an unforeseen and extraordinary circumstance beyond the control of the Humboldt County Department of Public Works.			
4	City of Lakeport Lake County	\$0 \$36 \$0	12 months  6/30/07
	PPNO: 1-3036B Fairgrounds Sidewalk Project	\$0 <b>\$36</b>	Support
The City experienced a staff turn over last year, which included the loss of their long time City Engineer. This caused a discontinuity in the active projects that the prior City Engineer was working on, including this project. The City now has sufficient staff and is committed to the completion of this project; however, the staffing transition has caused approximately a 12-month delay on the project. They anticipate the environmental clearance on the project to be completed by March 2007. Environmental clearance is required in order to allocate the PS&E phase of the project.			
5	Sierra County Sierra	\$0 \$0 \$0	6 months  12/31/06
	PPNO: 3-3117 Construct a Visitor Center	\$40 <b>\$40</b>	Support
This request is due to unexpected delays in receiving NEPA programmatic environmental clearance. They are anticipating approval of the Programmatic Categorical Exclusion prior to the June 2006 Commission meeting. This may be delayed beyond that date to obtain Section 106 concurrence.			

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		By Component (\$ in thousands)		Extended Deadline
PPNO Project Description	Reason for Project Delay:	E&P (Environmental & Permits)	PS&E (Plans, Specifications and Estimates)	CT Recommendation
		R/W (Right of Way)	CON (Construction)	
		TOTAL		
6	Town of Paradise Butte	\$0 \$0 \$0	\$430	4 months 10/31/06
	PPNO: 3-3124C Curb, Gutter, 5.0 Foot Wide Sidewalk	\$430	<b>\$430</b>	Support
<p>As part of the 2000 STIP Cycle this project was slated for state-only funding; however, as a result of financial constraints and insufficient funding in the STIP, this project was not continued. The project was reprogrammed as part of the 2004 STIP Cycle as a Transportation Enhancement (TE) eligible project. In resuming this project, the Town of Paradise was required to complete NEPA since the project was federalized using TE dollars. The NEPA process is taking longer than previously anticipated. Paradise anticipates NEPA certification in May 2006. The project may receive the required authorization once NEPA clearance is obtained. All items for this project have been completed; however, the Town is submitting this extension request as a precaution.</p>				
7	City of Vacaville Solano	\$0 \$25 \$0	\$150	20 months 2/29/08
<b>Tabled until June 27th Meeting</b>	PPNO: 4-5152D Vacaville Regional Transportation Center Enhancement Landscaping	\$150	<b>\$175</b>	Support
<p>The City has experienced an unusual amount of staffing changes in the Engineering Section over the past six months and is still currently understaffed. Engineering staff was also diverted for a time immediately following the New Year's Eve substantial flooding that the City experienced in working through the Federal Emergency Management Agency (FEMA) process. The NEPA process is also taking much longer than usual with the City's other federally funded Capital Improvement Projects that have caused significant delays in the delivery of those projects. The City anticipates obtaining NEPA clearance in February 2007 and Right of Way Certification in June 2007. The City is scheduled to advertise the project in June 2007. To allow sufficient time for the NEPA process and Right of Way Certification for the project, the City is requesting a 20-month extension.</p>				
8	City of Vacaville Solano	\$0 \$25 \$0	\$150	20 months 2/29/08
<b>Tabled until June 27th Meeting</b>	PPNO: 4-5152E Jepson Parkway Gateway	\$150	<b>\$175</b>	Support
<p>The City has experienced an unusual amount of staffing changes in the Engineering Section over the past six months and is still currently understaffed. Engineering staff was also diverted for a time immediately following the New Year's Eve substantial flooding that the City experienced in working through the FEMA process. The NEPA process is also taking much longer than usual with the City's other federally funded Capital Improvement Projects that have caused significant delays in the delivery of those projects. The City anticipates obtaining NEPA clearance in February 2007 and Right of Way Certification in June 2007. The City is scheduled to advertise the project in June 2007. To allow sufficient time for the NEPA process and Right of Way Certification for the project, the City is requesting a 20-month extension.</p>				

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	<b>PPNO</b>	<b>E&amp;P</b> (Environmental & Permits)	<b>Extended Deadline</b>
	<b>Project Description</b>	<b>PS&amp;E</b> (Plans, Specifications and Estimates)	<b>CT Recommendation</b>
	<b>Reason for Project Delay:</b>	<b>R/W</b> (Right of Way)	
		<b>CON</b> (Construction)	
		<b>TOTAL</b>	
9	City of Vacaville Solano	\$0 \$0 \$0	10 months  4/31/07
	PPNO: 4-5152F Pedestrian Enhancements	\$350 <b>\$350</b>	Support
<p>The City applied for grant funding for two projects located in the downtown area. One project is the Downtown Pedestrian Enhancement Project, which is being funded with TE funding, and the other project is the Union Avenue/Suisun Train Station Enhancement Project, which is being funded with Safe Routes to Transit (SR2T) funding. Both projects include improvements on Union Avenue between Texas Street and Ohio Street. The County Government Center and Courthouses are located on Union Avenue between Texas Street and Ohio Street. For economic reasons, and to minimize disruption to the pedestrian traffic in the area, these projects must be constructed simultaneously. Funding for the Pedestrian Enhancement Project was approved in June 2005. Selection of projects receiving funding for the SR2T project was determined by the Transportation and Land Use Coalition (TALC) along with the East Bay Bicycle Coalition (EBBC) and concurrence from the Metropolitan Transportation Commission (MTC). The City had no control over the timing of the award of the funding. On February 27, 2006, the City received official notification that the project grant had been approved.</p> <p>As a result of receiving notification of the SR2T at the end of February 2006, the agency did not have enough time to design the Union Avenue/Suisun Train Station Enhancement Project prior to the time required to submit the Downtown Pedestrian Enhancement Project construction allocation request for the June 2006 Commission meeting. The project will be delayed 10 months to allow for the design of the Union Avenue/Suisun Train Station Enhancement Project so both projects may be bid simultaneously. This will ensure totally integrated projects and the minimum disruption to pedestrian traffic in this area. The agency will be ready to advertise the project in February 2007.</p>			
10	City of San Luis Obispo San Luis Obispo	\$0 \$224 \$0	9 months  3/31/07
	PPNO: 5-1122 Phase III: Railroad Safety Trail	\$0 <b>\$224</b> <i>and</i>	Support <i>and</i>
		\$0 \$0 \$101 \$0 <b>\$101</b>	12 months  06/30/07  Support
<p>The City has been working with Union Pacific Railroad for a number of years to develop a conceptual design for this section of the Railroad Safety Trail on Union Pacific property that is acceptable to both organizations. At the end of 2004, Union Pacific conceptually approved the design plans, with seven exceptions that added significant cost to the construction. Since 2004, the City has continued to work with Union Pacific to come to an agreement on those exceptions. Progress is being made and the City anticipates that a design acceptable to both organizations will be agreed upon by the end of this summer.</p> <p>Negotiating with Union Pacific Railroad has been a time consuming enterprise. As detailed in the original grant application, if for some reason the City is unable to secure the requisite land, the City will pursue the design and construction of the northern segment of the Railroad Safety Trail, which would extend from Foothill Boulevard to Hathaway Avenue on City property. The design and construction of the path segment is estimated to cost the same as the acquisition and design of Phase III.</p> <p>The 12-month extension for this project's right of way acquisition represents the time needed for the City to finalize conceptual design plans and negotiate an acceptable license agreement with Union Pacific Railroad. Rather than acquire the property, Union Pacific Railroad has requested that the City enter into a license agreement for development of the Class 1 bicycle facility on Union Pacific Railroad's property.</p> <p>The long-range goal is to construct a Class 1 bikeway along the railroad corridor that travels through the City. Failing to pursue Phase III of the project will leave a gap in this much-needed facility.</p>			

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	Reason for Project Delay:		
11	City of San Luis Obispo San Luis Obispo	\$0 \$0 \$0	12 months 6/30/07
	PPNO: 5-1124 Road Widening	\$590 <b>\$590</b>	Support
<p>The Orcutt Road Widening project is an operation improvement project to widen a roadway and improve an intersection to include turn lanes and additional capacity. In July 2005, the Commission issued the STIP/SHOPP Allocation Plan and Criteria. This plan delegated funding of operational improvements projects to the lowest priority. Based on this State notification, the City allocated staff resources for CIP projects for FY 2005/06 to other fully funded projects. The environmental and design phases of the project would be initiated when San Luis Obispo Council of Governments (SLOCOG) determined potential project “gap” funding that would help in completing the project. The SLOCOG Board did not take final action of the recommended RTIP/STIP recommendations until April 5, 2006 to identify additional funds to help completed these projects.</p> <p>The historical deferred project funding at the State level has substantially delayed the construction schedule of this project and substantially increased construction costs due to increased material and labor costs. The City has been required to find additional funds to offset the increase construction costs including local funds and additional STIP funding that may not become available until FY 2006/07. The City has been anticipating adoption of the STIP on April 27, 2006 for additional funds that, coupled with private development dollars, should fund this project. Due to the uncertainty of these additional funds the City is awaiting the STIP adoption before moving forward with this project.</p>			
12	City of San Luis Obispo San Luis Obispo	\$0 \$0 \$259	9 months 6/30/07
	PPNO: 5-1125 Widen from 2 to 3 Lanes, Maintain Current Bike Lanes and Allow Center Turn Lane	\$0 <b>\$259</b> <i>and</i>	Support <i>and</i>
		\$0 \$0 \$0 \$180 <b>\$180</b>	12 months 6/30/07 Support
<p>The Santa Barbara Street Road Widening project is an operation improvement project to widen a roadway to include a center turn lane to increase safety and capacity. In July 2005 the Commission issued the STIP/SHOPP Allocation Plan and Criteria. This plan prioritized funding of operational improvements projects to the lowest priority. Based on this State notification, the City allocated staff resources for CIP projects for FY 2005/06 to other fully funded projects. The environmental and design phases of the project would be initiated when SLOCOG determined potential project “gap” funding that would help in completing the project. The SLOCOG Board did not take final action of the recommended RTIP/STIP recommendations until April 5, 2006, to identify additional funds to help complete these projects.</p> <p>The historical deferred project funding at the State level has substantially delayed the construction schedule of this project and substantially increased construction costs due to increased material and labor costs. The City has been required to find additional funds to offset the increase construction costs including local funds and additional STIP funding that may not become available until 06/07. It is anticipated that the Commission will adopt the new STIP, which has additional funding for this project on April 27, 2006. These additional funds coupled with private development dollars should fund this project. Due to the uncertainty of these additional funds, the City is awaiting the STIP adoption before moving forward with this project.</p>			

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PPNO	Project Description	E&P (Environmental & Permits)	CT Recommendation
Reason for Project Delay:		PS&E (Plans, Specifications and Estimates)	
		R/W (Right of Way)	
		CON (Construction)	
		TOTAL	
<del>13</del> 13	Monterey County Monterey	\$0 \$85	20 months
Tabled until June 27th Meeting	PPNO: 5-1152 Bridge Replacement	\$0 \$85	2/29/08 Support
<p>Due to changes in project scope, the project has experienced delays in the delivery of PA&amp;ED. As a result, the County requests a 20-month extension the PS&amp;E phase of this project. Future forecasted volumes on the Davis Road indicate the need to provide for a four-lane bridge and roadway. The County has been working with the Department and the local Regional Agency to modify the scope of the project from the original proposed two-lane high-level bridge to a four-lane high-level bridge and to secure Highway Bridge Replacement and Rehabilitation (HBRR) and local funds for the additional work. These efforts are complete and the County is moving forward with the PA&amp;ED. In addition, this extension takes into account the probability of formal consultation with the Federal permitting agencies to complete the NEPA process. Formal consultation can take up to six months. The anticipated completion date for NEPA is January 2008.</p>			
14	City of Lemoore Kings	\$0 \$0	20 months
Tabled until June 27th Meeting	PPNO: 6-C002 Construct Class I and Class II Bikeway	\$0 \$719 \$719	2/29/08 Support
<p>During the planning stage of this project the ownership of the railroad right of way was San Joaquin Valley Railroad. Between the planning stage and the design stage, the ownership of the railroad right of way had changed from San Joaquin Valley Railroad to Union Pacific Railroad. Due to this change, decision-makers have changed. San Joaquin Valley Railroad was agreeable for the City to lease a portion of the railroad right of way during the planning stage, but since the change in ownership, the decision makers for Union Pacific Railroad felt very differently from San Joaquin Valley Railroad. The City, upon approval of this extension, will be exhausting all political influences in an attempt to construct the bike path within the Union Pacific Railroad right of way. Therefore the City of Lemoore respectfully request a time extension in order to complete the acquisition of right of way. The full 20 months are required to acquire right of way from the railroad company.</p>			
15	City of Madera Madera	\$0 \$0	12 months
	PPNO: 6-A008 Construct a Bicycle/Pedestrian Undercrossing	\$0 \$243 \$243	6/30/07 Support
<p>The Draft IS/EA prepared by the agency's consultant did not meet all the new FHWA requirements and additional studies will have to be performed. Preliminary Design has been completed.</p>			
16	Tulare County Tulare County	\$0 \$0	4 months
	PPNO: 6-8686 Reservation Road Improvements	\$0 \$334 \$334	10/31/06 Support
<p>The environment studies and alignment alternatives for this project were completed in the fall of 2005. The Commission approved allocation of Design in November 2005. The project has proceeded and is now in the 65% design stage. Additional coordination time is required beyond a typical project. The design must be reviewed by all parties and requires involvement of three different decision-making bodies. The result of the additional coordination will require an additional 3 to 4 months. In order to make the June 2006 Commission agenda, the design was expected to be complete by April 3, 2006. Based on the current schedule, the City anticipates completing the design in July 2006 and requesting the construction allocation at the September 2006 Commission meeting.</p>			

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		By Component (\$ in thousands)		
PPNO	Project Description	E&P (Environmental & Permits)	Extended Deadline	CT Recommendation
		PS&E (Plans, Specifications and Estimates)		
Reason for Project Delay:		R/W (Right of Way)		
		CON (Construction)		
		TOTAL		
17	Kern County	\$0		12 months
	Kern	\$1,000		
		\$0		6/30/07
	PPNO: 6-8700 7 <sup>th</sup> Standard Road Widening	\$0 <b>\$1,000</b>		Support
The project has been delayed due to approval of final environmental document and biological opinion. With full NEPA clearance expected by June 2006 the County can proceed with PS&E. Kern County anticipates obtaining Right of Way Certification by March 2007 and advertising construction in August 2007.				
18	Kern County	\$0		12 months
	Kern	\$40		
		\$0		6/30/07
	PPNO: 6-E012 College Avenue Pedestrian Facility Project	\$340 <b>\$380</b>		Support
Implementation of project elements is taking much longer than anticipated. Generally, this includes the Right of Way, Environmental, and Design process, and public input process needed for this project. Approximately a dozen older structures have required review and report by an Architectural Historian. Project details (including implementation of ADA wheel chair ramps), and the coordination of utility relocations are more extensive than originally thought. Informing the public of the project scope and how they will be affected and developing public consensus on proposed project details have become more extensive and time consuming than originally anticipated.				
19	City of Chowchilla	\$0		6 months
	Madera	\$26		
		\$0		12/31/06
	PPNO: 6-8821	\$0		
	Ventura Ave. Reconstruction	<b>\$26</b>		Support
		\$0		<del>12/31/07</del> <b>06/30/07</b>
		\$0		
	\$0			
		\$201		
		<b>\$201</b>		Support
Environmental and PS&E work elements not complete, as required for requesting allocation for construction are for the following reasons: Previous Allocation Request for E&P and PS&E originally programmed in 2003/04 was placed on Pending List then subsequently reprogrammed in FY 2005-06.				
20	City of Chowchilla	\$0		12 months
	Madera	\$0		
		\$0		6/30/07
	PPNO: 6-A0005 Streetscape	\$81 <b>\$81</b>		Support
The non-federal TEA match of \$320,000 from the City of Chowchilla 5-year Redevelopment Agency Plan was not funded until the plan's approval in January 2006. Preliminary Engineering & Environmental work elements are under way.				

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Reason for Project Delay:		PS&E (Plans, Specifications and Estimates)	
		R/W (Right of Way)	
		CON (Construction)	
		TOTAL	
21 Tabled until June 27th Meeting	City of Bakersfield	\$0	19 months
	<del> Kern</del>	\$0	
	PPNO: 6-8705	\$20,000	1/31/08
	Westside Parkway	\$20,000	Support
<p>The Department received a Record of Decision for a Tier 1 environmental document in early 2002 for the extension of SR58. The Department then dropped the SR58 extension project due to connectivity issues at SR99. The City became the lead agency for the Westside Parkway project that consists of a segment of the original Department SR58 extension project within the metropolitan area of Bakersfield. However, the Department remained the contact point or liaison between the City and the FHWA for the preparation of the environmental document, as FHWA requires for locally administered projects.</p> <p>The City staff was told by the Department District 6 Environmental Section staff that a Tier 2 environmental Document for the Westside Parkway should be prepared based upon the Tier 1 document the Department had prepared for the SR58 extension project. City and Department staff also met with FHWA staff in the fall of 2002 to discuss the Westside Parkway project and present the type of document being prepared. There was also correspondence in late 2003 between the Department and FHWA mentioning the Tier 2 document. During this time, no comment was ever received from FHWA that a Tiered document would not be acceptable for the Westside Parkway.</p> <p>The Tier 2 document was submitted to FHWA in April 2004. At the end of May 2004, FHWA determined that a tiered environmental document was no longer the appropriate type of document for this project. During the next 10 months, the City, its consultants, and the Department's District 6 Environmental Section staff rewrote the environmental document and supporting studies as a "stand alone". It was resubmitted to FHWA in March of 2005. In June of 2005, FHWA concluded that the document should after all be a Tier 2 document and not a "stand alone" document as they had specified in 2004.</p> <p>The original Tier 2 document was then pulled off the shelf, revised, reviewed by the Department, and resubmitted back to FHWA in November of 2005. The draft Tier 2 environmental document was finally approved by FHWA in March of 2006; however, the document rewrites have caused a 19 month delay in the PA&amp;ED process, which has correspondingly delayed the construction. A 19 month extension is being requested.</p>			
22	City of Monrovia	\$0	<del>18</del> approved for 12 months only
	Los Angeles	\$0	
	PPNO: 7-3415	\$822	<del>12/31/07</del> 06/30/07
	Railroad Depot Multi-modal Transit Center	\$822	Support
<p>The project delay was due to the environmental processing of the request for authorization of preliminary engineering. The Department's Environmental Division in March of 2003 would not move the project forward until plans were prepared. The City requested the authorization to prepare the plans required for the environmental review; approval for preliminary engineering (Form E-76) was approved by FHWA in September 2004. District 7 sent the Program Supplement to the City for signature, implying the Form E-76 was approved. The City signed the Program Supplement on October 15, 2004, implying they were aware of the Form E-76 approval. The City requested a copy of the Form E-76 on February 25, 2006. District 7 staff faxed the City a copy of the approved Form E-76 on the date it was requested. At this time, the City has retained a consultant with the plan preparation under way. To date, the plans are 30 % complete. The City anticipates obtaining NEPA clearance in December 2006 and Right of Way Certification by April 2007.</p>			

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	Reason for Project Delay:		
23	City of Long Beach Los Angeles	\$0 \$0 \$1200	6 months 12/31/06
	PPNO: 7-3408 Bikeway and Pedestrian Improvements	\$0 <b>\$1,200</b>	Support
	<p>A six-month extension is requested in order to complete NEPA documentation for the right of way acquisition. The City is proceeding with PS&amp;E for the project; however, the number of parcels and agreements under consideration for acquisition is under negotiation with the private property owners and is beyond the control of the City. The NEPA document for right of way acquisition cannot be completed by the City's planning agency until the parcels for acquisition have been finalized. Negotiations are expected to be complete in May of 2006 at which time the City will finalize the NEPA certification for the right of way acquisition.</p>		
24	Los Angeles County Los Angeles	\$0 \$0 \$0	<b>14 approved for 12 months only</b> <del>8/31/07</del> <b>06/30/07</b>
	PPNO: 7-3400 Install Signs and Pavement Markings on 9 Class 1 Bikeways	\$236 <b>\$236</b>	Support
	<p>The County of Los Angeles is requesting the Commission, at their June 8, 2006 meeting, to allocate \$32,800 in Transportation Enhancement Activities funds for the design of the project. They will begin the preparation of the design plans upon Commission approval of the allocation request and the obligation of these funds. The County anticipates that design plans will be completed in March 2007. Consequently, they request that the allocation of funding for the construction phase be extended to August 2007.</p>		
<del>25</del>	<del>Los Angeles County Los Angeles</del>	<del>\$0 \$0 \$0</del>	<del>18 months 12/31/07</del>
<b>Tabled until June 27th Meeting</b>	<del>PPNO: 7-3401 Revitalization Project</del>	<del>\$938 <b>\$938</b></del>	<del>Support</del>
	<p><del>Over the past year, the County of Los Angeles have held numerous community meetings to solicit input from property owners on the type of streetscape improvements to be included in the project. This process involved the preparation of several conceptual designs by our consultant for various streetscape elements. In addition, the property owners requested that the County address the transit needs along the street and include enhanced transit amenities in the scope of work. They now have a consensus from the community on the scope of work and are proceeding with the design development phase. Therefore, the County of Los Angeles request that the allocation of the \$938,000 in Transportation Enhancement Activities funds for the construction phase of this project be extended to December 2007.</del></p>		

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	<b>Project Description</b>	<b>PS&amp;E (Plans, Specifications and Estimates)</b>	<b>CT Recommendation</b>
		<b>R/W (Right of Way)</b>	
		<b>CON (Construction)</b>	
		<b>TOTAL</b>	
	<b>Reason for Project Delay:</b>		
26	City of Los Angeles	\$0	<del>20</del> approved for 12 months only
	Los Angeles	\$0	
		\$0	<del>2/29/08</del> 06/30/07
	PPNO: 7-3176	\$399	
	Pacoima Town Center	<b>\$399</b>	Support
	Streetscape Improvements		
	<p>The Community Redevelopment Agency of the City of Los Angeles (CRALA) and the Department were awarded respective 2001 MTA Call for Project on similar streetscape improvements at the same Van Nuys Boulevard and San Fernando Road intersection. The Agency has been delayed waiting for the Department design on this intersection. The Agency's programming of its project must be coordinated with Department and MTA design. Until CRA receives the Department and MTA's design plans, staff cannot issue a Notice To Proceed (NTP) to prepare our design.</p> <p>Further, the project's Traffic Engineer Consultant suggested that the traffic study commence in the Fall of 2005 once local students return to school. In this way the traffic consultant is able to obtain the most reliable data. This resulted in a unanticipated approximate 6 to 7 month delay to conduct the study, analyze the data and begin conceptual designs based on these traffic study results;</p> <p>Based upon the results of the traffic study the scope of work has been slightly modified. This slight modification does not jeopardize the integrity and the initial agreed scope of work. However, these new findings have extended the Landscape Consultants design phase;</p> <p>Because of the above delays the 3-year environmental approvals for both the CEQA and NEPA environmental clearances expired in February 2006. As a result the CRALA is currently requesting environmental extensions on this project.</p>		
27	City of Fontana	\$0	12 months
		\$0	
	PPNO: 8-1111	\$0	6/30/07
	Electric Trail Segments 1 and 3	\$1,796	
		<b>\$1,796</b>	Support
	<p>The project environmental document will require numerous reviews, and the Department's District 8 is in the process of submitting the Historic Property Survey Report (HPSR) to the State Historic Preservation Officer (SHPO) for review and approval. The City and the Department expect to receive a signed environmental document in August; however this cannot be guaranteed. The City is requesting a 12-month extension to insure there is adequate time to address any comments on the HPSR from the Department and SHPO, complete final design, and prepare the project for advertisement. This project was originally scheduled for construction in FY 2005/06; therefore, this is the first request for extension for this project.</p>		

Time Extension/Waiver – Project Allocation Deadline  
 Local Streets and Roads Projects

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
PPNO	Project Description	E&P (Environmental & Permits) PS&E (Plans, Specifications and Estimates) R/W (Right of Way) CON (Construction) TOTAL	CT Recommendation
Reason for Project Delay:			
28	Inyo County Inyo	\$0 \$0 \$8	<del>20</del> approved for 12 months only <del>2/29/08</del> 06/30/07
	PPNO: 9-2518 Railway Restoration	\$342 <b>\$350</b>	Support
<p>The PE was funded in the Old TEA program and the R/W and CON components were funded with TE funds from the 2004 STIP. Because of the nature of the findings of environmental investigations performed at the site, the PE phase will not be completed in time to allocate the RW and CON funds, which are currently programmed in FY 2005/06.</p> <p>The initial archaeological investigation at the site encountered potentially eligible historic and prehistoric sites located in the railway roadbed. Further investigation is required to assess the nature and extent of the sites, their eligibility for the NRHP, and to develop a plan for mitigation or recovery. The report on these findings will need to be reviewed by SHPO, and additional federal review of the environmental document may also be required.</p> <p>The project includes restoration of a historic structure, the Tinemaha Bridge, which spans the Owens River. The wetland delineation study for the site indicates that the original stream bed spanned by the bridge has moved since the bridge was originally constructed. Reconstruction of the bridge to allow for both preserving the historic nature of the bridge, and to allow for modern, safe pedestrian and vehicular access has now been significantly complicated. Additional studies to assess mitigation measures and solutions to the engineering challenges will now be required to complete the project. These issues may also affect the permitting process for construction.</p> <p>In order to complete the environmental document and keep the currently programmed RW and CON funds available for allocation during FY 2006-07 or 2007-08, Inyo County is requesting a 20-month time extension.</p>			
29	Inyo County Inyo	\$0 \$36 \$0	12 months 6/30/07
	PPNO: 9-1022 Dam Road Resurfacing	\$427 <b>\$463</b>	Support
<p>The PA&amp;ED allocation was requested in September 2005 and was placed on the pending allocation list in December 2005. The County was recently advised that the pending allocations from December 2005 will be voted at the April 2006 meeting, which means that the PA&amp;ED allocation may be approved on April 27, 2006. Unfortunately, the deadline for submittal of allocation requests for the June 2006 meeting is April 17, 2006. As a result, the environmental work cannot be started before the PS&amp;E allocation request is due, but yet the PS&amp;E allocation cannot be approved without a completed environmental document.</p> <p>In addition, the Construction component cannot be allocated until after the PS&amp;E phase has been completed. Since a time extension will be required for the PS&amp;E component, a similar time extension is being requested for the Construction component.</p> <p>Inyo County is requesting a 12-month time extension for both components to allow the County to complete the PS&amp;E phase and allocate the Construction phase in FY 2006-07. This timeline is consistent with current programming proposed for the 2006 STIP, which includes additional funding for the Construction component for FY 2006-07.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Local Streets and Roads Projects

Project #	Applicant County	Extension Amount By Component (\$ in thousands)		Number of Months Requested
		E&P (Environmental & Permits)	PS&E (Plans, Specifications and Estimates)	Extended Deadline
PPNO	Project Description	R/W (Right of Way)	CON (Construction)	CT Recommendation
Reason for Project Delay:		TOTAL		
30	Mammoth Lakes Mono	\$0 \$0 \$0	\$404	6 months 12/31//06 Support
<p>The project has been delayed for the following reasons:</p> <p>The Town has been working with the local public water district to have them replace leaking facilities within the street right of way. Progress has been made and the water district will have pipe lines replaced prior to the proposed street rehabilitation work.</p> <p>The Town has a new franchise agreement with a propane gas provider. As part of the agreement they are installing underground lines in town that will eliminate single tanks on properties. The Town has been encouraging the gas company to install the propane lines in streets prior to any street rehabilitation or reconstruction. The gas company is now preparing plans and specification for the installation of the gas mains and laterals in the streets of this project.</p> <p>The Town had an extremely heavy snow year with over 750 inches of snow in Mammoth. With this significant snow, evaluation of the plans that were prepared in 2003 was impossible. There has been additional significant local deterioration of the pavement that needs to be incorporated into the plans and specification.</p> <p>The local community had two significant events related to the record snow year. First, there was the tragedy that killed three ski patrols and second was a very large post control avalanche. These two events put a strain on local resources with the search and following investigation.</p> <p>The maximum time the project would be delayed is six months. The Town is in the process of updating the plans and specifications with current information related to pavement condition, franchise facility encroachments, and new and changed requirements for the specifications. The Town expects to have this work complete in the next four weeks and will submit an allocation request for the September 2006 Commission meeting. The Town is incurring the cost of the PS&amp;E update.</p>				

**Time Extension/Waiver – Project Allocation Deadline  
 Local Streets and Roads Projects**

<b>Project #</b>	<b>Applicant County</b>	<b>Extension Amount By Component (\$ in thousands)</b>	<b>Number of Months Requested</b>
	<b>PPNO Project Description</b>	<b>E&amp;P (Environmental &amp; Permits) PS&amp;E (Plans, Specifications and Estimates) R/W (Right of Way) CON (Construction) TOTAL</b>	<b>Extended Deadline CT Recommendation</b>
	<b>Reason for Project Delay:</b>		
31	Mammoth Lakes Mono	\$0 \$0 \$0	12 months  6/30//07
	PPNO: 9-2510 Chateau South Main – Road Rehabilitation	\$1,256 <b>\$1,256</b>	Support
	<p>The project has been delayed for the following reasons:</p> <p>The Town has been working with the local public water district to have them replace leaking facilities with in the street right of way. Progress has been made and the water district will have pipe lines replaced prior to the proposed street rehabilitation work.</p> <p>The Town has a new franchise agreement with a propane gas provider. As part of the agreement they are installing underground lines in town that will eliminate single tanks on properties. The Town has been encouraging the gas company to install the propane lines in streets prior to any street rehabilitation or reconstruction. The gas company in now preparing plans and specification for the installation of the gas mains and laterals in the streets of this project.</p> <p>The Town had an extremely heavy snow year with over 750 inches of snow in Mammoth. With this significant snow, evaluation of the plans that were prepared 2003 was impossible. There has been additional significant local deterioration of the pavement that needs to be incorporated into the plans and specification.</p> <p>The local community had two significant events related to the record snow year. First, there was the tragedy that killed three ski patrols and second was a very large post control avalanche. These two events put a strain on local resources with the search and following investigation.</p> <p>The maximum time the project would be delayed is six months. The Town is in the process of updating the plans and specifications with current information related to pavement condition, franchise facility encroachments, and new and changed requirements for the specifications. The Town expects to have this work complete in the next four weeks and will submit an allocation request for the September 2006 Commission meeting. The Town is incurring the cost of the PS&amp;E update.</p>		

Time Extension/Waiver – Project Allocation Deadline  
 Local Streets and Roads Projects

Project #	Applicant County	Extension Amount By Component (\$ in thousands) E&P (Environmental & Permits) PS&E (Plans, Specifications and Estimates) R/W (Right of Way) CON (Construction) TOTAL	Number of Months Requested  Extended Deadline  CT Recommendation
32	County of Tuolumne Tuolumne  PPNO: 10-0020B Railroad Grade Trail	\$0 \$30 \$44 \$38 <b>\$112</b>	<del>20</del> <b>approved for 8 months only</b>  <del>2/29/08</del> <b>02/28/07</b>  Support
<p>The original project required acquisition of three parcels, to supplement numerous parcels already owned by the County and other public agencies. While attempting to obtain access for the environmental phase, the owner of a key parcel indicated an unwillingness to sell or grant access to their property. The scope of work for environmental analysis was then adjusted accordingly, in order to identify alternatives that would still satisfy the purpose and need of the project. This led to a delay of 6 to 12 months in the environmental phase. After revised environmental work was well under way, the owner passed away unexpectedly. After awaiting an appropriate period, further delaying progress for nearly one year, the surviving owner was contacted and was found to be amenable to the project and willingly granted access. However, because of sensitive environmental issues involving rare plants that were suspected to be located on the site, the environmental work was delayed to accommodate appropriate botanical survey windows. In addition, environmental documents underwent revisions to add the new parcels, and project maps were re-drawn to reflect the final project design.</p> <p>In the midst of this additional work, the County Supervisor, who represented this area and was a leading proponent of the project, died. This precipitated the need to re-establish rapport with project supporters and establish a new community leader to maintain the project's organized support. Despite these deterrents, community support and interest remains strong and environmental documents are nearing completion. Already, the county has submitted Phase I Environmental Assessment documentation, the project's Historical Architectural Survey Report, the Archeological Survey Report, and wetlands delineations. The project has a signed APE and multiple community hearings have been completed. Advisory agencies have been notified and provided input as have all affected landowners and the public. Agency and public concerns have been incorporated into the project design. The remaining documents include a Historic Resource Evaluation Report (HRER), Natural Environmental Survey (NES), and EA/MND. All of these documents were scheduled for submittal to the Department in April 2006.</p> <p>A visual impacts assessment was recently added as a new requirement in February 2006; however, completion of this document also is expected within 6-8 weeks. Because the railroad grade trail is eligible for National Register Status, review of cultural resources documents by state agencies is expected to delay document completion due to staffing shortages in some state offices. Finally, given the passing of the district's elected representative and the close tie between this project and the Twain Harte Community; our elected officials and citizens have expressed a desire to ensure that a successor has been named to represent their interests and is seated on the Board of Supervisors during final public hearings related to this project. Given the unpredictable project deterrents, the need to provide the community with representation at the Board of Supervisors, and the county's near completion of the environmental review process for this project; the county respectfully requests the maximum allowable time extension to ensure that state agencies have sufficient time to complete document review, that the county has sufficient time to incorporate agency comments and the community can feel comfortable that they have adequate representation on the Board of Supervisors when final decisions are made concerning this project.</p>			
33	City of Ripon San Joaquin  PPNO: 10-3K47 Main Street and Stockton Avenue Rehab and Widening	\$0 \$0 \$0 \$3,527 <b>\$3,527</b>	<del>18</del> <b>approved for 12 months only</b>  <del>12/31/07</del> <b>06/30/07</b>  Support
<p>The City is requesting an 18-month extension due to the impact of utility conflicts that are beyond the City's control and that have affected the project schedule. The utility issues involve existing power poles that conflict with roadway improvements. This utility project is dependent upon the several utility companies' (Pacific Gas and Electric., Verizon, and Charter Communications) design and construction schedules. The utility project (Rule 20) is underway; with the completion date resting with the utility companies.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Local Streets and Roads Projects

Project #	Applicant County	Extension Amount By Component (\$ in thousands) E&P (Environmental & Permits) PS&E (Plans, Specifications and Estimates) R/W (Right of Way) CON (Construction) TOTAL	Number of Months Requested  Extended Deadline  CT Recommendation
34	City of Tracy San Joaquin	\$0 \$0 \$0	20 months  2/28/08
	PPNO: 10-2K47 Multimodal Station Construction	\$7317 <b>\$7,317</b>	Support
<p><b>Reason for Project Delay:</b></p> <p>After nearly two years of negotiations, a final draft Purchase and Sale Agreement (PSA) was sent to Union Pacific (UP) for consideration. UP did not formally respond to the final PSA. Subsequently, a court order was sought to allow the City to enter the property to complete the geotechnical and environmental contamination testing. The City was successful, and the initial testing was complete in February 2005, but the City did not receive the findings until July 2005. At that time, the City reviewed the findings of the environmental tests. Based on the findings, City staff recommended that further investigation of soil and groundwater at the Multimodal site be performed. The initial Phase II investigation identified that petroleum hydrocarbon impacts were present in two areas on the site. Additional testing would allow the City to more accurately assess and define the nature and extent of any impacts and estimate the costs to mediate those impacts, if required. This was a precautionary action before moving forward on the acquisition of the proposed Multimodal Station property.</p> <p>The City has recently completed the additional geotechnical and environmental contamination testing at the proposed Multimodal site at 6<sup>th</sup> Street and Central Ave. City staff will be meeting with the State of California Department of Toxic Substances Control to ascertain what sort of remediation, if any, might be required. At that time, the City will review any proposed remediation and potential associated costs, and perform a new appraisal, before moving forward on the acquisition of the Multimodal Station property.</p> <p>There are numerous steps still to complete in the Right of Way phase. The intent of the City is to negotiate in good faith with UP. However, if the City has to resort to an eminent domain process the best case scenario would still take approximately 37 weeks to complete. UP could delay possession for months if objection is made to eminent domain. Concurrently, the City is in the process of finalizing the construction planning phase. The City has steadily and diligently pursued this property in order to complete the Multimodal Station project. The City requests a 20 month extension due to these extenuating circumstances.</p>			
35	City of Burbank Los Angeles	\$0 \$0 \$0	6 months  12/31/06
	PPNO: 7-3628 Burbank Transit Center Rail Corridor Beautification	\$102 <b>\$102</b>	Support
<p>The City submitted an allocation request that was denied because the NEPA document had expired. A new NEPA document was signed on May 15, 2006, which is too late for allocation at the June meeting.</p> <p>In addition, the project was delayed due to lengthy negotiations with the railroad over a right-of-way encroachment permit necessary to construct the project. The agreement with the railroad will be signed on June 15, 2006, at which time the request for allocation will be resubmitted for the September 2006 Commission meeting.</p>			