

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 28-29, 2008

Reference No.: 4.12
Action Item

From: CINDY McKIM
Chief Financial Officer

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Subject: **2009 FACILITIES INFRASTRUCTURE PLAN (FIVE-YEAR CAPITAL PLAN)**

RECOMMENDATION:

Chapter 606, Statutes of 1999 (Assembly Bill 1473/Hertzberg), requires the Governor to annually submit a Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget. The California Department of Transportation's (Department) Draft 2009 Facilities Infrastructure Plan (Facilities Infrastructure Plan) is attached for review and comment by the California Transportation Commission.

BACKGROUND:

The California Department of Finance (DOF) issues an annual Budget Letter that specifies requirements and instructions to State departments for submittal of their plans. Only the Department's office facilities are required as part of the Budget Letter process.

In addition to office facilities, the workforce for the Department conducts business in a wide array of other buildings and structures (facilities). These transportation-related facilities include equipment shops, maintenance stations, materials laboratories, and transportation management centers.

The Facilities Infrastructure Plan includes the reporting requirements for the Five-Year Capital Outlay Infrastructure Plan. The Facilities Infrastructure Plan also provides information pertaining to the Department's transportation-related facilities.

Attachment

DRAFT

Fiscal Years
2009-10 through
2013-14

*Office Buildings, Equipment Shops, Maintenance Facilities,
Materials Laboratories, & Transportation Management Centers*



2009 Facilities Infrastructure Plan



District 7, Los Angeles, Transportation Management Center (ground and aerial views)

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May 2008*





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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Introduction

Chapter 606, Statutes of 1999 (Assembly Bill 1473/Hertzberg), requires the Governor to annually submit a Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget. The California Department of Finance (DOF) issues an annual Budget Letter that specifies requirements and instructions to State departments for submittal of their Plans. The California Department of Transportation (Department) is required to provide information for office facilities to the DOF.

In addition to office facilities, the workforce for the Department conducts business in a wide array of other buildings and structures (facilities). These transportation-related facilities include equipment shops, maintenance facilities, materials laboratories, and transportation management centers.

The Department's 2009 Facilities Infrastructure Plan (Facilities Infrastructure Plan) includes the office facilities reporting requirements for the Five-Year Capital Outlay Infrastructure Plan. The Facilities Infrastructure Plan also provides information pertaining to the Department's transportation-related facilities.

Facilities Infrastructure Planning and Reporting

In conjunction with the annual DOF reporting requirement, the Department is required to present plans and needs for rehabilitation and improvement of office and transportation-related facilities via the State Highway Operations and Protection Program process.

State Highway Operation and Protection Program

Government Code Section 14526.5 requires the Department to prepare a four-year "state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system". The Department's State Highway Operation and Protection Program (SHOPP) fulfills this requirement. Office facilities projects and transportation-related facilities projects are included in the SHOPP.

The Department is required to submit the SHOPP to the California Transportation Commission (Commission) each even-numbered year. The Commission's review of the SHOPP includes an assessment of the impacts on the State Transportation

Improvement Program. The 2008 SHOPP is the most recent four-year program submitted to the Commission. The SHOPP must be transmitted to the Legislature and the Governor.

State Highway Operation and Protection Plan

Streets and Highways Code Section 164.6 requires the Department to prepare a “10-year plan for the rehabilitation and reconstruction ... of all state highways and bridges owned by the state”. The Department fulfills this requirement through development of the Ten-Year State Highway Operation and Protection Plan (SHOPP). Office facilities projects and transportation-related facilities projects are included in this 10-year plan.

The Department is required to submit this plan to the Commission each odd-numbered year. The most recent submittal was the 2007 Ten-Year SHOPP. Both the SHOPP and the Ten-Year SHOPP must be transmitted to the Legislature and the Governor.

Comparison of Facilities Infrastructure Plan and SHOPP

The chart below shows the fiscal year relationships of the 2007 Ten-Year SHOPP, the 2008 SHOPP, and the 2009 Facilities Infrastructure Plan.

Fiscal Year Relationships: Facilities Infrastructure Plan and SHOPP

Fiscal Year:	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18
2007 Ten-Year SHOPP	10-Year Plan									
2008 Four-Year SHOPP	4-Year Program									
2009 Facilities Infrastructure Plan		5-Year Plan								

Facilities Infrastructure Plan Summary

The Facilities Infrastructure Plan is comprised of four chapters. The first two chapters meet the DOF requirements for the State's Five-Year Capital Outlay Infrastructure Plan. The Department presents additional information in Chapters 3 and 4 that are not part of the DOF reporting requirements. Chapter 3 of the Facilities Infrastructure Plan focuses on transportation-related facilities that the California Transportation Commission approves through the SHOPP. Chapter 4 provides an overview of the Department's facility resource conservation efforts.

The Facilities Infrastructure Plan includes \$124.8 million in construction costs during the five-year plan period. The required land acquisition is estimated at a cost of \$6.4 million. Associated capital outlay support costs (e.g., engineering and right of way acquisition staff) for these projects are \$51.4 million. The total estimated cost for the projects included in the Facilities Infrastructure Plan is \$182.6 million. A summary of these costs is presented in the chart below.

Facilities Infrastructure Costs						
- Construction, Land, Capital, and Support -						
<i>Fiscal Years 2009-10 through 2013-14</i>						
<i>(\$ in millions)</i>						
<i>Facility Type</i>	<i>2009-10</i>	<i>2010-11</i>	<i>2011-12</i>	<i>2012-13</i>	<i>2013-14</i>	<i>Total</i>
Office Buildings	\$0.7	\$0.7	\$8.6	\$0.0	\$0.0	\$9.9
Equipment	\$5.3	\$0.0	\$0.0	\$27.0	\$0.0	\$32.3
Maintenance	\$35.3	\$9.6	\$0.0	\$1.6	\$10.0	\$56.6
Materials Laboratories	\$9.1	\$3.4	\$0.0	\$10.0	\$0.0	\$22.5
Transp. Management Centers	\$0.0	\$3.5	\$0.0	\$0.0	\$0.0	\$3.5
Total Construction Costs:	\$50.4	\$13.7	\$8.7	\$38.6	\$10.0	\$124.8
					Land:	<u>\$6.4</u>
					Sub-Total (Capital):	\$131.2
					Support:	<u>\$51.4</u>
					Grand Total:	<u>\$182.6</u>

The first three years of the 2009 Facilities Infrastructure Plan coincide with the last three years of the 2008 Four-Year SHOPP (refer to the chart on page 6). The 2008 Four-Year SHOPP includes an annual average of \$18.9 million (construction costs) and the 2009 Facilities Infrastructure Plan includes an annual average of \$24.3 million (construction costs). The chart below presents a comparison by facility type of the average annual construction costs for the 2008 Four-Year SHOPP and 2009 FIP. Transportation Management Centers are not included in the Facilities Improvement Program of the SHOPP.

**Average Annual¹ Construction Cost Comparison
2009 Facilities Infrastructure Plan and
2008 SHOPP**
(*\$ in millions*)

Facility Type	2008 SHOPP	2009 FIP
Office Facilities	\$0.4	\$2.0
Equipment Shops	\$1.3	\$6.5
Maintenance Facilities	\$11.4	\$11.3
Materials Laboratories	\$5.8	\$4.5
Totals²	\$18.9	\$24.3

Notes:

1The "Annual Averages" do not include land acquisition or support costs.

2 The "Totals" do not include Transportation Management Centers.



CHAPTER 1

DEPARTMENT OVERVIEW

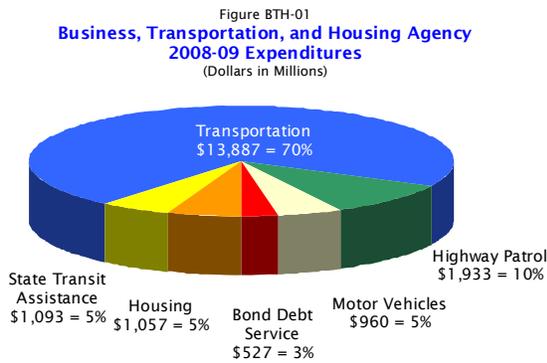
INTRODUCTION

This chapter provides a summary of the California Department of Transportation (Department). It illustrates the Department’s structure, including its hierarchy within the State government, and its district organization. It provides general budget and program information as well as the facilities of the Department’s workforce.

Structure

Business, Transportation and Housing Agency

The Business, Transportation and Housing Agency oversees and coordinates the activities of various departments, offices and economic development programs with responsibility for maintaining the strength and efficiency of California's infrastructure and financial markets. These programs provide financial and programmatic regulation important to an efficient marketplace and community development, assistance in ensuring patients' rights, and transportation infrastructure for the safe and efficient flow of people and commerce.



Note: Graphic depicts largest BT&H expenditures.

The Fiscal Year 2008-09 Governor’s Budget allocates approximately 70% of the Business, Transportation, and Housing Agency budget to the California Department of Transportation, as shown in the figure on the left.

California Department of Transportation

The Department constructs, operates, and maintains a comprehensive transportation system with more than 50,000 miles of highway and freeway lanes. It provides intercity rail passenger services under contract with Amtrak and helps local governments deliver transportation projects.

Program Descriptions¹

The Governor's Budget identifies six programs that relate to Department staff. The programs are: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and Equipment. The table on the right identifies the programs, their respective code, and number of positions² for Fiscal Year 2008-09. Following is a description of each of the programs listed numerically, by their program code.

Code	Program	Positions
10	Aeronautics	26
20	Highway Transportation	19,283
30	Mass Transportation	178
40	Transportation Planning	829
50	Administration	1,384
60	Equipment	730
Total Positions		22,430

¹ Source: Citation taken from the Governor's Budget

² Source: California Department of Finance.

10 AERONAUTICS

The Aeronautics Program's objective is to support California's aviation activities by promoting safe and effective use of existing airports and heliports. This program also alleviates problems such as incompatible land uses, potential safety hazards, aircraft noise, and airport congestion by: (1) ensuring that airports and heliports comply with safety regulations, (2) providing engineering and financial assistance for safety and infrastructure improvements, (3) preparing for changes in the aviation network by maintaining the California Aviation System Plan, (4) providing guidance for land use compatibility in areas around airports, (5) administering airport noise standards regulations, (6) enhancing goods movement to and from airports through improved ground access, and (7) promoting and maintaining aviation safety.

20 HIGHWAY TRANSPORTATION

The Highway Transportation Program's objective is to operate, maintain, and continue development of our state highways. Development and delivery of capital projects make up the largest portion of these efforts. The program also meets its objectives through: (1) coordination and control required by federal and state law for implementing transportation projects, (2) furnishing assistance to city and county transportation programs, (3) management of traffic through a system of monitoring, analysis, and control. In addition, this program strives to improve highway travel, safety, and the environment through the use of testing, research, and technology development.

30 MASS TRANSPORTATION

The objective of the Mass Transportation Program is to support the state's transportation system by providing leadership in the implementation of safe, effective public transportation, improved air quality, and environmental protection. The program achieves its objective through: (1) the administration of intercity rail service in California, including capital projects and rolling stock management, (2) grant administration of state and federal capital and operations programs, and (3) planning, support, and coordination for mass transportation services. Additionally, the Mass Transportation Program: (1) facilitates the transportation needs of all persons, including the elderly, the disabled, and the economically-disadvantaged, (2) improves intercity passenger service through enhanced services and facilities, (3) improves urban/commuter rail services, and (4) enhances mobility in congested corridors.

40 TRANSPORTATION PLANNING

The Transportation Planning Program's objective is to implement statewide transportation policy through coordination at the local and regional levels and to develop transportation plans and projects. The Department prepares the long-range state transportation plan required by state and federal law and provides long-range transportation system planning and transportation planning studies as input to the regional transportation plans, the State Transportation Improvement Program (STIP), and departmental policies and programs. The Department also prepares the Interregional Transportation Strategic Plan, which guides investment of the Interregional Improvement Program funds in the STIP.

50 ADMINISTRATION

The Administration Program provides the functions required to support the programmatic responsibilities of the department. Major activities include accounting, budgeting, auditing, office facility operations and management, information technology, and a wide range of administrative services including human resources, procurement and contracting, training, and labor relations.

60 EQUIPMENT

The Equipment Program's objective is to provide mobile fleet equipment and services to other department programs through: (1) purchasing new vehicles, (2) receiving, servicing, and equipping new units, (3) assembling equipment components into completed units, (4) managing the fleet, (5) repairing and maintaining the fleet, including payments for fuel and insurance, and (6) disposing of used vehicles.

Department Districts

The Department is comprised of 12 districts, each under the leadership of a District Director. The district boundaries and a listing of the counties within each district are shown below. District headquarters offices are located in the cities of Eureka, Redding, Marysville, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity, Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, Yuba, Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma, Los Angeles, Los Angeles, Ventura, San Bernardino, Inyo, Mono, Stockton, Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, Tuolumne, San Diego, Imperial, San Diego, Irvine, Orange.





CHAPTER 2

OFFICE FACILITIES

INTRODUCTION

Chapter 606, Statutes of 1999 (Assembly Bill 1473/Hertzberg), requires the Governor to annually submit a Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget beginning in January 2002. The Statute requires State departments to submit a Five-Year Capital Outlay Infrastructure Plan (Plan), Capital Outlay Budget Change Proposals (COBCPs), and Capital Outlay Concept Papers (COCPs) for major capital outlay projects proposed for inclusion in the Governor's Budget. The Plan must include all COBCPs and COCPs for the five-year planning horizon from Fiscal Years 2009-10 through 2013-14. Only the California Department of Transportation's (Department) office facilities require COBCPs or COCPs and therefore, are required as part of the process.



*Department Headquarters, Sacramento,
"O" Street Side*

REQUIREMENTS

The California Department of Finance (DOF) issues an annual Budget Letter requiring the Department to identify existing office facilities infrastructure, including their deficiencies, and the net need for the infrastructure. The general DOF Budget Letter requirements are found in this chapter. Those reporting requirements include a description of the Department's office building infrastructure, the projects needed to correct office building deficiencies, a linkage to the prior year's plan, and a summary of office building projects currently in progress. The Appendix contains the remaining reporting requirements of the DOF Budget Letter.

INFRASTRUCTURE DESCRIPTION

The Department occupies 13 office buildings, 12 State-owned and one leased. Four of the Department's 12 State-owned buildings are less than 20 years of age. Their location and the year of their construction completion are as follows: Oakland, 1992; San Bernardino, 1997; Los Angeles, 2004; and San Diego, 2006. The construction of a new office building began in Fiscal Year 2006-07 for District 3, Marysville.

State and District Headquarters Office Buildings	
<i>District</i>	<i>Year Built</i>
1 Eureka	1953
2 Redding	1953
3 Marysville	1934
4 Oakland	1992
5 San Luis Obispo	1955
6 Fresno	1958
7 Los Angeles	2004
8 San Bernardino	1997
9 Bishop	1954
10 Stockton	1955
11 San Diego	2006
12 Irvine*	NA
HQ Sacramento	1936

Notes:

- The District 12 office building is all leased space.
- The Department of General Services is expected to complete the new District 3 office building in FY 2008-09.

There are eight State-owned office facilities that are at least 50 years of age (during the 2009 Facilities Infrastructure Plan time-period). The Department worked with the California Department of General Services (DGS) to obtain facility and infrastructure studies that evaluated the condition of the existing building(s) and if necessary, the feasibility of replacing the structure(s). A list of facility studies that identifies specific inadequacies of the Department's office building inventory may be found in the Appendix, Exhibit 1.

In general, the studies found that many of the buildings are functionally obsolete, inefficient, and expensive to maintain. Mechanical systems such as ventilation, elevators, electrical, and plumbing carry relatively high on-going maintenance and upgrade cost. The buildings' space is inefficient because they contain numerous columns, wide

corridors, and offices that may be re-configured as cubical space. The table above lists the Department's office buildings and the respective year of construction.

Infrastructure Description – continued

The Department occupies approximately 3.1 million net square feet of office space among its districts and Headquarters (Sacramento). The amount of office space in each district is depicted in the table below. A listing of the Department's office space inventory is shown in the Appendix, Exhibit 2.

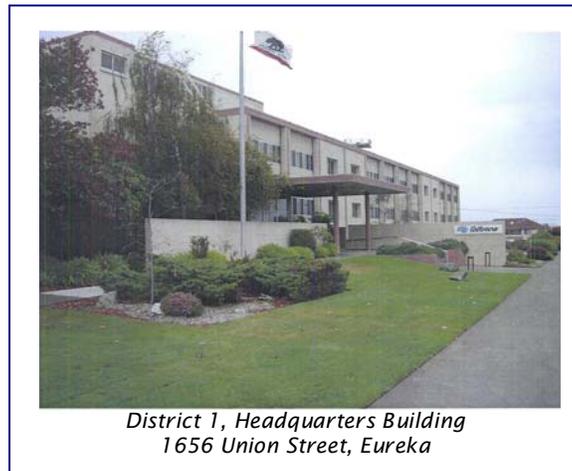
Department Summary by District Leased and Owned Office Space Fiscal Year 2009-10			
(owned and leased space are displayed in net square feet)			
<i>District</i>	<i>owned</i>	<i>leased</i>	<i>Total</i>
1 Eureka	60,866	0	60,866
2 Redding	48,551	22,372	70,923
3 Marysville	168,000	84,788	252,788
4 Oakland	459,774	16,850	476,624
5 San Luis Obispo	29,190	52,683	81,873
6 Fresno	58,000	178,366	236,366
7 Los Angeles	453,370	2,500	455,870
8 San Bernardino	155,000	54,685	209,685
9 Bishop	17,665	0	17,665
10 Stockton	72,266	0	72,266
11 San Diego	211,952	0	211,952
12 Irvine	0	138,578	138,578
HQ Sacramento	343,154	505,827	848,981
Statewide Total:	2,077,788	1,056,649	3,134,437

Note: The square footage for District 3, Marysville includes the new district office building. It is anticipated that the District will occupy the new building in Fiscal Year 2008-09.

PROJECTS

The Department proposes to correct infrastructure deficiencies as identified by the Department of General Services (DGS) for the existing 81,000 gross square feet (gsf) at the Eureka District Office Building (District 1) located at 1656 Union Street in Eureka, California. These deficiencies are primarily associated with California Building Code compliance and building life cycle repairs. The Department plans to pay for these costs from available budget resources avoiding future bond related debts.

The building was originally built in 1953 and expanded in 1964. The District 1 office building provides space for approximately 275 Department employees that administer programs in Del Norte, Humboldt, Lake, and Mendocino Counties. In 2005, a five million dollar seismic retrofit to the building was completed along with other improvements associated with the Americans with Disabilities Act (ADA) code requirements. The three-story, 81,000 gsf building with adjacent surface parking occupies a 2.31 acre site; both the site and building are owned “free and clear” (no debt service) by the Department. The Department also owns a 2.91 acre site directly west of the district office building that includes a large shop building, a lab, and surface parking. These two sites, separated by Albee Street, form a 5.2-acre “campus” that consolidates all but a small group of the District programs/operations at a single location.



On June 14, 2006, a DGS building infrastructure study was completed on the existing District 1 office building. The study identifies numerous Fire, Life Safety and additional ADA code compliance violations and other building life cycle requirements. In addition, the State Fire Marshal has expressed concern over the building’s non-compliance with numerous current building codes.

On August 30, 2007, a DGS Economic Analysis report was completed that outlines various real estate alternatives which were reviewed to determine the most cost-effective, long-term alternative. An updated Summary of Costs worksheet dated April 17, 2008 estimates the total cost to renovate the building at \$9,915,000 (an additional \$1,500,000 is required to move staff into swing space during the course of the project). The Economic Analysis report examined three other office space delivery alternatives (Lease/Build-to-Suit, Lease with an Option to Purchase, and Capital Outlay) and recommended renovating the existing

building as the most viable alternative with the lowest total project cost meeting District 1 operational needs. The recommended alternative also supports an environmentally responsible solution by promoting infill development by rehabilitating existing infrastructure, protecting natural resources by avoiding new construction, and supporting efficient use of existing land use plans.

The California Department of Finance (DOF) requires classification of office building projects by Major Project Category¹. The District 1 office building project addresses the categories of “Critical Infrastructure Deficiency” and “Facility/Infrastructure Modernization”.

A summary of the project phases, associated costs, and fiscal years for the District 1 office building project are displayed below. A detailed cost estimate from the Department of General Services is included in the Appendix, Exhibit 6.

District 1, Eureka Infrastructure Upgrade	2008 SHOPP Fiscal Years					2009 Facilities Infrastructure Plan Fiscal Years		Total
	08-09	2009-10	2010-11	2011-12	2012-13	2013-14		
PROGRAMMED IN 2008 SHOPP								
Preliminary Planning Phase		\$681,000						\$681,000
Working drawings phase			\$667,000					\$667,000
Construction Totals		\$681,000	\$667,000	\$0	\$0	\$0		\$1,348,000
							Land:	\$0
							Sub-Total (Capital):	\$1,348,000
							Support:	\$83,000
							Grand Total:	\$1,431,000
UNPROGRAMMED NEEDS								
Construction Phase				\$8,567,000				\$8,567,000
Construction Totals		\$0	\$0	\$8,567,000	\$0	\$0		\$8,567,000
							Land:	\$0
							Sub-Total (Capital):	\$8,567,000
							Support:	\$0
							Grand Total:	\$8,567,000

Capital support is not calculated for the construction phase for this office facility project. The California Department of General Services oversees this project.

¹The DOF Major Project Categories and their associated “drivers of need” are displayed in the Appendix, Exhibits 3 and 4, respectively.

Linkage with Previous Plan

The 2009 Facilities Infrastructure Plan, when compared to the 2008 Facilities Infrastructure Plan, reports increased costs for the District 1 office building project. The Department of Finance did not approve the Fiscal Year 2008-09 Capital Outlay Budget Change Proposal. The project will be re-submitted for Fiscal Year 2009-10. The cost estimate was revised by the California Department of General Services and reflect escalation costs for materials and labor.

Summary of Projects in Progress

The Department has two office facility projects currently in progress. The projects' description, status, estimated completion date, and funding levels are shown below.

Project:
Marysville Office Building Replacement

Description:
Construct 230,000 gross square feet office building.

Status:
Project in construction phase.

Estimated Completion Date:
Fiscal Year 2008-09

Funding:

<u>Cost</u>	<u>Phase</u>
\$2,264,000	Preliminary Planning
<u>\$73,391,000</u>	Construction
\$75,655,000	Total



Artist depiction of the new District 3, Marysville Headquarters Building

Project:
Oakland Seismic Retrofit

Description:
"Structural Only" retrofit.
Reduce Sesimic Risk Level from V to III.

Status:
Project in construction phase.

Estimated Completion Date:
Fiscal Year 2009-10

Funding:

<u>Cost</u>	<u>Phase</u>
\$1,458,000	Preliminary Planning
\$2,627,000	Working Drawings
\$179,000	Additional Study Phase
<u>\$53,028,000</u>	Construction
\$57,292,000	Total



District 4, Oakland Headquarters Building



DRAFT 11

CHAPTER 3

TRANSPORTATION-RELATED FACILITIES

- **Equipment Shops**
- **Maintenance Facilities**
- **Materials Laboratories**
- **Transportation Management Centers**

INTRODUCTION

This chapter provides transportation-related facility information for the 2009 Facilities Infrastructure Plan. These projects are approved by the California Transportation Commission as part of the State Highway Operations and Protection Program (SHOPP) and funded through enactment of the annual State budget.

The State Highway Operations and Protection Program (SHOPP) is a four-year program of projects that have a purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the State Highway System. All facility-related infrastructure projects are programmed in the SHOPP with the exception of the construction phase of major office facility projects that are typically financed with bonds and not programmed in the SHOPP.

The 2008 SHOPP spans Fiscal Years 2008-09 through 2011-12. The facility projects included in the final three years of the 2008 SHOPP (i.e., 2009-10, 2010-11, 2011-12) are also included in the 2009 Facilities Infrastructure Plan.

The 2008 SHOPP includes a Minor Program of approximately \$412¹ million for projects with an individual construction cost of less than \$1 million; the portion allocated for facilities is \$5 million per year. The California Transportation Commission allocates the Minor Program annually as a lump sum and delegates the authority to the Department to sub-allocate to pre-approved projects. The 2009 Facilities Infrastructure Plan does not include facility projects that qualify for funding from the Minor Program of the SHOPP.

¹ Source: 2008 Draft SHOPP (January 31, 2008), page "1".

Infrastructure Description

The California Department of Transportation's (Department) transportation-related facilities include approximately 439 sites consisting of approximately 4,670,000 square feet of equipment shops, maintenance facilities, materials laboratories, and transportation management centers, as displayed below.

INVENTORY SUMMARY Transportation - Related Facilities		
<i>Facility Type</i>	<i>Square Feet</i>	<i>Number of Sites</i>
Equipment Shops	727,000	27
Maintenance Facilities	3,499,000	386
Materials Laboratories	237,000	13
Transportation Management Centers	207,000	13
	4,670,000	439

Projects

The 2009 Facilities Infrastructure Plan identifies \$62,773,000 in construction costs for transportation-related facility projects programmed in the 2008 SHOPP and \$52,100,000 in “unprogrammed” needs, which represent candidate projects for future SHOPP funding.

Transportation - Related Facilities	2008 SHOPP Fiscal Years					Five-Year Total
	08-09	2009-10	2010-11	2011-12	2012-13	

PROGRAMMED IN 2008 SHOPP

	08-09	2009-10	2010-11	2011-12	2012-13	2013-14	Five-Year Total
Equipment Shops		\$5,297,000	\$0	\$0	\$0	\$0	\$5,297,000
Maintenance Facilities		\$35,340,000	\$9,626,000	\$0	\$0	\$0	\$44,966,000
Materials Laboratories		\$9,086,000	\$3,424,000	\$0	\$0	\$0	\$12,510,000
Transp. Management Centers		\$0	\$0	\$0	\$0	\$0	\$0
Construction Totals:		\$49,723,000	\$13,050,000	\$0	\$0	\$0	\$62,773,000
						Land:	\$6,415,000
						Sub-total (Capital):	\$69,188,000
						Support:	\$34,610,000
						Grand Total:	\$103,798,000

UNPROGRAMMED NEEDS

	08-09	2009-10	2010-11	2011-12	2012-13	2013-14	Five-Year Total
Equipment Shops		\$0	\$0	\$0	\$27,000,000	\$0	\$27,000,000
Maintenance Facilities		\$0	\$0	\$0	\$1,600,000	\$10,000,000	\$11,600,000
Materials Laboratories		\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000
Transp. Management Centers		\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Construction Totals		\$0	\$3,500,000	\$0	\$38,600,000	\$10,000,000	\$52,100,000
						Land:	\$0
						Sub-total (Capital):	\$52,100,000
						Support:	\$16,672,000
						Grand Total:	\$68,772,000

Note: Support is estimated at 32% of capital costs for projects not programmed in the 2008 SHOPP.

Specific project funding for transportation-related facilities are presented on the following pages.

EQUIPMENT SHOPS

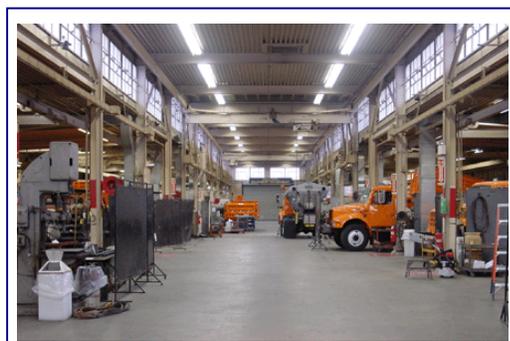
Introduction



The Division of Equipment is responsible for the Department's fleet of light vehicles and heavy construction equipment consisting of approximately 13,000 vehicles. Light vehicles include automobiles, pickup trucks, and utility vehicles. Heavy construction equipment consists of road graders, loaders, dump trucks, snow blowers, drilling equipment, and other construction-related machineries. Both light vehicles and heavy construction equipment are serviced and repaired by the approximate 400 professional equipment mechanics of the Division.

The Division replaces approximately 900 obsolete vehicles annually. As new vehicles are brought into the Department's fleet, they are customized for Department use and must be received, serviced, and equipped (RS&E). Typical fleet RS&E include the installation of Department delineation, warning lights, toolboxes, and other special equipment. Additionally, the Department provides mobile equipment and services to local public funded agencies through Interagency Agreements.

Equipment shops provide space to store tools and materials for mechanics to repair and sustain the Department's fleet of vehicles that are used to operate and maintain the State Highway System. An equipment shop complex may include structures such as office, shop, warehouse, storage, and other improvements.



*Inside Equipment Shop Headquarters,
Sacramento*

Infrastructure Description

The Department maintains 27 equipment shops totaling 727,347 square feet statewide as displayed in the table below.



Sub-shop 2302 - Truckee

INVENTORY			
Equipment Shops			
District	Address	City and Shop Number	Square Feet
1	1650 Albee Street	Eureka (2101)	30,982
1	3290 North State Street	Ukiah (2102)	28,560
2	1430 George Drive	Redding (2201)	35,532
2	471-800 Diane Drive	Susanville (2202)	5,091
3	981 North Beale Road	Marysville (2301)	49,043
3	10152 Keiser Avenue	Truckee (2302)	9,089
3	2243 Carnelian Drive	Meyers (2303)	6,460
4	1993 Mariana Boulevard	San Leandro (2401)	48,040
4	Bay Bridge Toll Plaza	Oakland (2402)	17,360
4	120 Rickard Street	San Francisco (2403)	3,568
4	6010 Monterey	San Jose (2404)	30,745
4	611 Payran	Petaluma (2405)	14,026
5	66 Madonna Road	San Luis Obispo (2501)	25,433
6	1385 North West Avenue	Fresno (2601)	33,352
6	1200 Olive Avenue	Bakersfield (2602)	73,096
7	5421 Vineland Avenue	N. Hollywood (2701)	60,167
7	7301 East Slauson Avenue	Commerce (2702)	14,600
7	100 South Spring Street	Los Angeles (2703)	17,505
8	320 South Sierra Way	San Bernardino (2801)	34,912
8	1800 Dill Road	Barstow (2802)	8,400
8	Post Office Box 1316	Indio (2803)	6,632
9	11 Jay Street	Bishop (2901)	23,829
10	1603 South "B" Street	Stockton (3001)	24,396
11	7179 Opportunity Road	San Diego (3101)	31,800
11	1607 Adams Avenue	El Centro (3102)	4,202
12	691 South Tustin Street	Orange (2704)	5,500
HQ	34th Street & Stockton Blvd	Sacramento (3201)	85,027
Total:			727,347

Projects

The 2009 Facilities Infrastructure Plan identifies two Equipment Shop projects² that are programmed in the 2008 SHOPP and one project, identified as an unprogrammed need, which is a candidate project for future SHOPP funding.

Equipment Shops Location/Description	Dist	2008 SHOPP Fiscal Years					2009 Facilities Infrastructure Plan Fiscal Years		Total
		08-09	2009-10	2010-11	2011-12	2012-13	2013-14		
PROGRAMMED IN 2008 SHOPP									
In Bishop, at Equipment Shop 29 - facility restoration.	09	\$2,483,000	\$0	\$0	\$0	\$0	\$0	\$2,483,000	
At Nevada City Maintenance Station - construct resident mechanic facility.	03	\$2,814,000	\$0	\$0	\$0	\$0	\$0	\$2,814,000	
Construction Totals		\$5,297,000	\$0	\$0	\$0	\$0	\$0	\$5,297,000	
							Land:	\$0	
							Sub-total (Capital):	\$5,297,000	
							Support:	\$3,017,000	
							Grand Total:	\$8,314,000	
UNPROGRAMMED NEEDS									
New Equipment Shop	12	\$0	\$0	\$0	\$27,000,000	\$0	\$27,000,000		
Construction Totals		\$0	\$0	\$0	\$27,000,000	\$0	\$27,000,000		
							Land:	\$0	
							Sub-total (Capital):	\$27,000,000	
							Support:	\$8,640,000	
							Grand Total:	\$35,640,000	

Note: Support is estimated at 32% of capital costs for projects not programmed in the 2008 SHOPP.

² The Facilities Infrastructure Plan reflects three of the four years of the 2008 SHOPP.

MAINTENANCE FACILITIES

Introduction

The Division of Maintenance is responsible for maintenance of the State Highway System in a manner consistent with the Department's mission of improving mobility across California.



This includes ensuring public and employee safety, preserving the highway infrastructure, and providing services that contribute to mobility and promote a clean and healthy environment. The Division of Maintenance consists of over 5,000 employees who work in partnership with other State agencies, local agencies, and private contractors to maintain the State Highway System. Together, the Division of Maintenance and its partners maintain over 50,000 lane miles of highway, 12,000 bridges, 250,000 roadside acres, 25,000 acres of landscaping, 80 rest areas, as well as commercial vehicle enforcement facilities, and countless other items that make up the State Highway System inventory.

Maintenance facilities are required to house staff, store equipment, and stockpile materials used in the maintenance and repair of the State Highway System. These facilities have building features such as: crew office space, equipment storage bays, equipment service bays, dormitories, employee housing, wash racks, material storage bins, bulk fuel, and hazmat storage.

Infrastructure Description

The total Maintenance Facilities operation space is approximately 3,499,000 square feet. Maintenance Facilities are of various types and are categorized as follows:

- Highway Maintenance Crew Stations
- Landscape Maintenance Crew Stations
- Special Crew Stations
- Salt/Sand Storage Sheds
- Satellite Stations

INVENTORY		
District	Maintenance Facilities	Square Feet
	City	
1	Eureka	170,000
2	Redding	393,000
3	Marysville	524,000
4	Oakland	345,000
5	San Luis Obispo	197,000
6	Fresno	264,000
7	Los Angeles	376,000
8	San Bernardino	317,000
9	Bishop	218,000
10	Stockton	279,000
11	San Diego	216,000
12	Irvine	200,000
Total:		3,499,000



Projects

The 2009 Facilities Infrastructure Plan identifies three Maintenance Facility projects³ that are programmed in the 2008 SHOPP and two projects, identified as unprogrammed needs, which are candidate projects for future SHOPP funding.

Maintenance Facilities Location/Description	Dist	2008 SHOPP Fiscal Years					Total
		2009-10	2010-11	2011-12	2012-13	2013-14	
PROGRAMMED IN 2008 SHOPP							
Near Oakland, at SF/Oak Bay Bridge Toll Plaza. Reconstruct maintenance facilities.	04	\$29,899,000	\$0	\$0	\$0	\$0	\$29,899,000
At the El Centro Maint. Station, construct new maintenance station - 11 relocation.		\$0	\$9,626,000	\$0	\$0	\$0	\$9,626,000
At the Taft Maintenance Station (L5722). Replace equipment shop.	06	\$5,441,000	\$0	\$0	\$0	\$0	\$5,441,000
Construction Totals		\$35,340,000	\$9,626,000	\$0	\$0	\$0	\$44,966,000
						Land:	\$6,415,000
						Sub-total (Capital):	\$51,381,000
						Support:	\$26,597,000
						Grand Total:	\$77,978,000
UNPROGRAMMED NEEDS							
Frazier Sand Shed - North Region - rebuild	07	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000
Stanton Maintenance Station - relocate	12	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
Construction Totals		\$0	\$0	\$0	\$1,600,000	\$10,000,000	\$11,600,000
						Land:	\$0
						Sub-total (Capital):	\$11,600,000
						Support:	\$3,712,000
						Grand Total:	\$15,312,000

Note: Support is estimated at 32% of capital costs for projects not programmed in the 2008 SHOPP.

³ The Facilities Infrastructure Plan reflects three of the four years of the 2008 SHOPP.

MATERIALS LABORATORIES

Introduction

District Materials Engineering (DME) and Independent Assurance Laboratories are currently located in each District and the Translab is located in Sacramento. Additionally, the Department is preparing for the groundbreaking of a new Southern Regional Laboratory in San Bernardino County. Each laboratory provides support for all phases of the project development process and is required to perform federal and state mandated quality assurance testing.



*State Headquarters
Materials and Testing Laboratory, Sacramento
(Sacramento TransLab)*

Staff routinely perform field and laboratory testing of highway materials in the construction phase and are responsible for providing materials information during the planning and design phases, including the Project Materials Report. District laboratories perform routine testing on soils, aggregate, asphalt concrete and Portland cement concrete. This effort includes the coordination of skid testing, roadway and bridge profilographing, nuclear gage administration, preliminary testing, calibration of equipment and pavement coring.

The Translab and DME laboratories are over 45 years of age, resulting in facilities that are not in compliance with current codes or lack electrical/mechanical capacity to run testing equipment efficiently. These facilities require infrastructure assessments be performed to determine actual facility safety conditions and electrical/mechanical conditions, repair costs, operational issues and facility code deficiencies.

Infrastructure Description

The facility inventory for the Department's Materials Laboratories total 237,188 square feet.

INVENTORY Materials Laboratories			
District	Address	City	Square Feet
1	1726 Albee Street	Eureka	3,690
2	1657 Riverside Drive	Redding	5,841
3	5330 Arboga Road	Marysville	13,000
4	325 San Bruno Avenue	San Francisco	7,600
5	50 Higuera Street	San Luis Obispo	3,330
6	1352 West Olive	Fresno	5,600
7	1615 Wall Street	Los Angeles	9,400
7	1616 Maple Street	Los Angeles	16,200
8	732 East Carnegie	San Bernardino	2,000
9	500 South Main	Bishop	2,200
10	1976 East Charter Way	Stockton	5,617
11	7177 Opportunity Road	San Diego	12,710
HQ	5900 Folsom Boulevard	Sacramento	150,000
Total:			237,188

Projects

The 2009 Facilities Infrastructure Plan include three Materials Laboratories projects⁴ that are programmed in the 2008 SHOPP and one project, identified as an unprogrammed need, which is a candidate project for future SHOPP funding.

Materials Laboratories		2008 SHOPP Fiscal Years					Total	
		2009 Facilities Infrastructure Plan Fiscal Years						
Location/Description	Dist	08-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
PROGRAMMED IN 2008 SHOPP								
In Los Angeles. Rehabilitate laboratory building & rebuild Acceptance Testing Facility.	07	\$5,998,000	\$0	\$0	\$0	\$0	\$0	\$5,998,000
In Riverside, at the I-5 and Spruce St. under crossing - construct material site.	08	\$3,088,000	\$0	\$0	\$0	\$0	\$0	\$3,088,000
7177 Opportunity Rd. San Diego - FLS corrections and structural rehab.	11	\$0	\$3,424,000	\$0	\$0	\$0	\$0	\$3,424,000
Construction Totals		\$9,086,000	\$3,424,000	\$0	\$0	\$0	\$0	\$12,510,000
							Land:	\$0
							Sub-total (Capital):	\$12,510,000
							Support:	\$4,996,000
							Grand Total:	\$17,506,000
UNPROGRAMMED NEEDS								
In Redding at the Materials Laboratory, FLS corrections	02	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000
Construction Totals		\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$10,000,000
							Land:	\$0
							Sub-total (Capital):	\$10,000,000
							Support:	\$3,200,000
							Grand Total:	\$13,200,000

Note: Support is estimated at 32% of capital costs for projects not programmed in the 2008 SHOPP.

⁴ The Facilities Infrastructure Plan reflects three of the four years of the 2008 SHOPP.

TRANSPORTATION MANAGEMENT CENTERS

Introduction

Transportation Management Centers (TMCs) are centrally important to the transportation-system management strategies to limit traffic congestion as quickly as possible. Since the original Transportation Management Center was inaugurated thirty years ago, the role of the TMC has grown significantly to include managing virtually every aspect of State highway traffic flow within urban as well as rural areas.

A TMC Master Plan was written in 1997 to develop the framework for standardized statewide strategies for TMCs. California is divided into three transportation regions, managed with the eight TMCs, based on geography and population centers. All TMCs and Satellites within each region cooperate when needed.



*District 3, TMC
Located in Sacramento*

These eight urban-area TMCs conduct daily transportation management to smooth the flow of highway traffic and incident/emergency response coordination to limit the amount of resulting congestion. One urban TMC in each of the three regions is designated the “Regional TMC”, providing traffic operations services beyond their urban area as needed. Since California Highway Patrol (CHP) conducts the incident scene management and other public safety services (e.g., pacing traffic in foggy areas) on the state highways, communication and coordination between the Department’s Traffic Operations staff and CHP staff is critical. In some cases, CHP officers or dispatch staffs are co-located at a TMC. Also, in some locations, a local Emergency Operations Center (EOC) may be operated from the TMC due to its coordination and media capabilities.

Infrastructure Description

The Department maintains 207,165 square feet of Transportation Management Center operating space, as shown in the table below. Typical TMCs may include security, communication, and dispatch areas; press coverage and briefing rooms; and staff offices and locker areas.

INVENTORY			
Transportation Management Centers			
District	Address	City	Square Feet
1	1656 Union Street	Eureka	230
2	1657 Riverside	Redding	830
3	3165 Gold Street	Sacramento	34,200
3	Donner Summit	Kingvale	1,760
4	111 Grand Ave	Oakland	10,200
5	50 Higuera St	San Luis Obispo	1,500
6	1352 West Olive St	Fresno	3,065
7	2901 W. Broadway	Los Angeles	82,300
8	464 W. 4th St	San Bernardino	6,000
9	500 S. Main St	Bishop	NA
10	1976 E. Charter Way	Stockton	1,860
11	7183 Opportunity Rd.	San Diego	37,720
12	6681 Marine Way	Irvine	27,500
Total:			207,165

Projects

The 2009 Facilities Infrastructure Plan includes no Transportation Management Center projects that are programmed in the 2008 SHOPP and two projects identified as unprogrammed needs, which are candidate projects for future SHOPP funding.

TRANSPORTATION MANAGEMENT CENTERS		2008 SHOPP Fiscal Years					2009 Facilities Infrastructure Plan Fiscal Years		Total
Location/Description	Dist	08-09	2009-10	2010-11	2011-12	2012-13	2013-14		

UNPROGRAMMED NEEDS

Consolidation with CHP Call Center.	2		\$0	\$2,000,000	\$0	\$0	\$0	\$0	
Video Wall Replacement	4		\$0	\$1,500,000	\$0	\$0	\$0	\$0	
Construction Totals			\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000	
								Land:	<u>\$0</u>
								Sub-total (Capital):	<u>\$3,500,000</u>
								Support:	<u>\$1,120,000</u>
								Grand Total	\$4,620,000

Note: Support is estimated at 32% of capital costs for projects not programmed in the 2008 SHOPP, with the exception of office building projects.



CHAPTER 4

RESOURCE CONSERVATION

RESOURCE CONSERVATION EFFORTS

The California Department of Transportation's (Department) resource conservation policies, practices, and planning efforts are consistent with the Governor's Executive Order S-20-04.

Policy

Executive Order S-20-04

On December 14, 2004, Governor Schwarzenegger signed Executive Order S-20-04 establishing the Green Building Initiative. Pursuant to Executive Order S-20-04, State agencies are to reduce their grid-purchased electricity by twenty percent by year 2015 as compared to baseline year 2003. The Executive Order S-20-04 also directs agencies to take "all practical and cost-effective measures" described in the Green Building Action Plan in order to meet the defined energy efficiency goals.

The Green Building Action Plan requires resource conservation measures implemented at all State-owned buildings. The scope of compliance varies upon the size and use of the facility. Statewide, the Department has over 240 State-owned facilities totaling approximately 6.0 million square feet, meeting the criteria by Executive Order S-20-04 and the Green Building Action Plan.

The California Department of General Services (DGS) is currently pursuing a Governor's Office Action Request (GOAR) to implement an energy savings program that includes contracting with a single-energy contractor to conduct energy audits and install energy savings equipment to fulfill the requirements established in Executive Order S-20-04. Once the energy savings program is approved, the Department would partner with the DGS to implement the Green Action Plan.

Director's Policy 23-R1

On June 7, 2007 Director Kempton signed Director's Policy 23-R1, titled: "Energy Efficiency, Conservation, and Climate Change". The policy reads as follows:

The Department incorporates energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize use of fuel supplies and energy sources and reduce greenhouse gas (GHG) emissions.

The Department promotes fuel diversity and clean, low carbon fuel sources, fleet efficiency, and strong technology policy and market mechanisms to encourage innovations and lower fossil fuel consumption and emissions from transportation.



The Department implements multimodal strategies to reduce congestion and improve performance of transportation systems, operations, and facilities; promotes environmental stewardship; and maintains educational programs on energy efficiency, conservation, and climate change.

The intent of this policy is to implement a comprehensive, long-term departmental energy policy, interagency collaboration, and a coordinated effort in energy and climate policy, planning, and implementation.

Practice

The California Climate Action Registry

The Department is a member, with the DGS, of the California Climate Action Registry (Registry). The Registry was established by California statute as a non-profit voluntary registry for greenhouse gas (GHG) emissions. The purpose of the Registry is to help companies and organizations with operations in the State to establish GHG emissions baselines against which any future GHG emission reduction requirements may be applied.

The Registry encourages voluntary actions to increase energy efficiency and decrease GHG emissions. Using any year from 1990 forward as a base year, participants can record their GHG emissions inventory. The State of California, in turn, will offer its best efforts to ensure that participants receive appropriate consideration for early actions in the event of any future state, federal, or international GHG regulatory scheme. Registry participants include businesses, non-profit organizations, municipalities, state agencies, and other entities.

Alternative Fuels



The Department is committed to increase the use of alternative fuel in its fleet, thereby, reducing its dependence on imported petroleum and reduce harmful emissions. As of April 2008, the Department operates 623 flexible fuel vehicles that are capable of using E85 (gasoline that is blended with 85% ethanol), 94 vehicles that use CNG (compressed natural gasoline), and 1,361 vehicles that can use LPG (liquefied petroleum gasoline).

The Department plans to construct seven alternative fueling stations consisting of five E85 and two CNG compressed natural gasoline fueling stations on state properties. Districts will use resources from the SHOPP Minor Program to fund the construction of the fueling stations.

Computer Energy Savings

In 2006, the Department implemented a personal computer power management software pilot program in District 3, Marysville. The software manages, measures, and reduces energy (and associated carbon dioxide emissions) consumption on personal computer networks. When the energy savings protocol was deployed in the test, energy savings for both desktop and laptop computers averaged 50%. The Department will deploy the software statewide in Fiscal Year 2008-09.

Planning

Clean Renewable Energy Bonds

The Department requested budget authority in Fiscal Year 2008-09 to spend \$20 million from the sale of Clean Renewable Energy Bonds (CREBs) to install roof-mounted solar panels at 70 transportation facilities. The bonds will be repaid over 16 years with annual debt service payments of \$1.2 million. The funding for the debt service payments will come from the utilities savings in the State Highway Account (SHA) that result from the installation of the photovoltaic systems.

The Department examined the cost effectiveness and viability for each project. The examination included the facility's:

- energy consumption and associated cost,
- roof condition,
- sun exposure, and
- sustainability for the life of the bond payback period.

This data was compared with industry averages for the cost to install roof-mounted photovoltaic systems for the required kilowatts of electricity. As a result, the Department estimates a utility savings of approximately \$25.6 million over sixteen years, as summarized in the table below.

Facility Type	Number of Sites	Estimated Project Cost	Utilities Savings (16 Years)
Maintenance Facilities	44	\$8,051,562	\$10,567,913
Equipment Shops	10	\$5,014,667	\$6,196,650
Safety Roadside Rest Areas	6	\$507,460	\$684,821
Office Buildings	4	\$2,898,750	\$4,084,749
Material Laboratories	2	\$1,623,000	\$1,774,636
Transp. Management Centers	2	\$1,053,667	\$1,384,559
Toll Bridge Facilities	1	\$525,000	\$655,844
Inspection Facilities	1	\$200,000	\$218,615
	70	\$19,874,106	\$25,567,787



APPENDIX

<u>Exhibit</u>	<u>Page</u>
1: Infrastructure Inadequacies	53
2: Estimated “Net Need” for Office Space	55
3: Major Project Categories	59
4: “Drivers of Need”	61
5: Alternatives to Utilizing the Capital Outlay Process	63
6: Department of General Services Cost Estimate	65

Infrastructure Functional and Physical Inadequacies

The California Department of Finance requests departments to provide documentation of the “infrastructure functional and physical inadequacies”. The reports documenting these inadequacies are too extensive to include within this report; however, a list of documentation is provided in the table below. These documents are available upon request from the Department.

Office Building Studies

District

- 1 DGS Infrastructure Study Update; June 14, 2006
DGS Economic Analysis; August 2007
- 2 DGS Facility Study and Economic Analysis, March 2007
DGS Infrastructure Study, February 2003
Seismic Study (Risk Level 5), October 1997
- 3 Seismic Study, (Risk Level 5), January 1998, Rutherford & Chekene
DGS Facility Study, 1994
DGS Economic Analysis, September 1999
- 4 Seismic Final Report, Degenkolb Engineer/Crosby Group, May 2004
Physical & Numerical Performance Evaluation of Steel Monument Frames, December 2002
DGS Seismic Assessment, 1990
- 5 DGS Facility Study and Economic Analysis , March 2007
DGS Infrastructure Study, February 2003
Seismic Study (Risk Level 5), January 1999, Rutherford & Chekene
- 6 DGS Infrastructure Study in process; estimated completion is 2009
DGS Economic Analysis, September 2000
DGS Infrastructure Study, November 1990
- 8 Seismic Assessment, 1998, Wong Hobach and Lau
Seismic Study (Risk Level 4), March 1998, Rutherford & Chekene
- 9 Draft DGS Feasibility Study Report (Economic Analysis); October 2007
DGS Infrastructure Study, October 2003
- 10 DGS Infrastructure Study in process; estimated completion is 2009
Seismic Study (Risk Level 3), September 1997, DGS, Division of State Architect

HQ DGS Infrastructure Study; July 31, 2006

"NET NEED"

STATEWIDE SUMMARY OFFICE FACILITIES "NET NEED"					
	Facilities Infrastructure Plan Years				
	Year 1 FY 2009-10	Year 2 FY 2010-11	Year 3 FY-2011-12	Year 4 FY 2012-13	Year 5 FY 2013-14
New Office Building Construction ¹ (location of new office building)	-	-	-	-	-
Number of Buildings Vacated ² (due to new office building construction)	-	-	-	-	-
Number of Leases Eliminated ³ (due to new office building construction)	-	-	-	-	-
Office Space "Supply" ⁴ (net square feet of owned and leased space)	3,134,437	3,134,437	3,134,437	3,134,437	3,134,437
Office Space "Demand" ⁵ (220 net square feet per person)	3,207,600	3,207,600	3,207,600	3,207,600	3,207,600
Office Space "Net Need" ⁶ (supply less demand - in square feet)	-73,163	-73,163	-73,163	-73,163	-73,163
Office Space "Net Need" ⁷ (supply less demand - as a percentage)	-2.33%	-2.33%	-2.33%	-2.33%	-2.33%

Chart Footnotes:

- 1) Actual and proposed construction of office facilities by location and by fiscal year.
- 2) The number of office buildings vacated due to the actual or proposed new office facilities.
- 3) The number of leases terminated due to the actual or proposed new office facilities.
- 4) The amount of office space statewide, stated in net square feet (nsf), based upon the actual inventory.
- 5) The amount of office space needed statewide, in net square feet (nsf), based upon 220 nsf per staff person and office-related positions statewide are assumed stable at 14,580 through the Plan period.
- 6) The surplus or shortage of office space statewide, stated in net square feet (nsf), based upon the actual inventory and the amount needed.
- 7) The surplus or shortage of space statewide, stated as a percentage.

"NET NEED" - continued

Office Facilities "Net Need"
Fiscal Years 2009-10 through 2013-14

District	Address	Location / City	Owned (O) Leased (L)	Owned Gross	Owned Net	Leased	District Total "gross space" (Owned Gross &	District Total "net space" (Owned Net & Leased)	Other
D 1	1656 Union Street	Eureka	O	77,466	56,560		83,946	60,866	
	TMC, 1656 Union Street	Eureka	O		-230				
	1835 6th St. (modular)	Eureka	O	6,480	4,536				
	District Totals:			83,946	60,866	0			
D 2	1657 Riverside	Redding	O	54,285	38,907		91,462	70,923	
	TMC, 1657 Riverside	Redding	O		-720				
	1657 Riverside (modular)	Redding	O	2,880	2,016				
	1657 Riverside (modular)	Redding	O	6,390	4,473				
	1657 Riverside (modular)	Redding	O	2,880	2,016				
	1657 Riverside (modular)	Redding	O	2,655	1,859				
	4300 Caterpillar Road	Redding	L			16,311			
	4300 Caterpillar Road, 2nd floor	Redding	L			6,061			
District Totals:			69,090	48,551	22,372				
D 3	New Office Building	Marysville	O	230,000	168,000		314,788	252,788	
	2800 Gateway Oaks	Sacramento	L			51,923			
	2389 Gateway Oaks	Sacramento	L			32,865			
	District Totals:			230,000	168,000	84,788			
D 4	111 Grand Avenue	Oakland	O	525,000	473,774		541,850	476,624	140
	TMC, 111 Grand Avenue	Oakland	O		-14,000				
	595 Market Street, Suite 1700	San Francisco	L			14,823			
	595 Market Street, Suite 800	San Francisco	L			2,027			
	595 Market Street (storage)	San Francisco	L						
	District Totals:			525,000	459,774	16,850			
D 5	50 Higuera St.	San Luis Obispo	O	41,700	29,190		94,383	81,873	7,500
	20 Higuera St. (vacant)	San Luis Obispo	O						
	3232 S Higuera	San Luis Obispo	L			8,224			
	1150 Laurel Lane	San Luis Obispo	L			44,459			
	District Totals:			41,700	29,190	52,683			
D 6	1352 West Olive Street	Fresno	O	78,000	60,000		256,366	236,366	
	TMC, 1352 West Olive Street	Fresno	O		-2,000				
	20501 E Shields	Fresno	L			96,575			
	855 M Street	Fresno	L			50,773			
	3042 North Blackstone	Fresno	L			31,018			
	District Totals:			78,000	58,000	178,366			
D 7	100 Main Street	Los Angeles	O	716,200	598,370		718,700	455,870	
	Space adjustment: 11th floor	Los Angeles	O		-47,000				
	Space adjustment: LADOT	Los Angeles	O		-98,000				
	950 Country Square	Ventura	L			2,500			
	District Totals:			716,200	453,370	2,500			
D 8	464 W. 4th Street	San Bernardino	O	235,714	165,000		290,399	209,685	
	TMC, 464 W. 4th Street	San Bernardino	O		-10,000				
	655 W. 2nd Street	San Bernardino	L			54,685			
	District Totals:			235,714	155,000	54,685			

“NET NEED” - continued

Office Facilities "Net Need"
Fiscal Years 2009-10 through 2013-14

District	Address	Location / City	Owned (O) Leased (L)	Owned Gross	Owned Net	Leased	District Total "gross space" (Owned Gross & Leased)	District Total "net space" (Owned Net & Leased)	Other
D.9	500 S. Main Street	Bishop	O	20,250	14,175		25,236	17,665	
	500 S. Main Street (modular)	Bishop	O	4,986	3,490				
	District Totals:			25,236	17,665	0			
D.10	1976 E. Charter Way	Stockton	O	85,700	62,598		99,940	72,266	
	TMC, 1976 E. Charter Way	Stockton	O		-300				
	1976 E. Charter Way (mod. R/W)	Stockton	O	5,700	3,990				
	1976 E. Charter Way (mod. Perm.)	Stockton	O	2,840	1,988				
	1976 E. Charter Way (mod. PPM)	Stockton	O	5,700	3,990				
District Totals:			99,940	72,266	0				
D.11	2829 Juan Street (vacant)		O				301,000	211,952	102,950
	4050 Taylor Street	San Diego	O	301,000	211,952				
	4024 Taylor (vacant Arch. Build.)	San Diego	O						
District Totals:			301,000	211,952	0			2,345	
D.12	3337-3355 Michelson	Irvine	L			180,578	138,578	138,578	2,015
	Michelson sublease space		L			-42,000			
District Totals:			0	0	138,578				
D.22	1120 N Street	Sacramento	O	462,392	323,674		959,269	815,923	1,463
	1120 N Street (CTC leased space)	Sacramento	O		-4,628				
	1227 "O" Street	Sacramento	L			17,000			
	1304 "O" Street	Sacramento	L			18,695			
	1801 30th Street (FM1)	Sacramento	L			160,900			
	1820 Alhambra Blvd. (FM2)	Sacramento	L			87,423			
	1727 30th Street	Sacramento	L			123,736			
	1515 Riverpark # 210	Sacramento	L			6,642			
	1101 R Street	Sacramento	L			3,820			
	1616 29th Street	Sacramento	L			18,101			
	1115 P Street	Sacramento	L			2,315			
	1500 5th Street (backfill)	Sacramento	L			25,248			
	1500 5th Street (2nd floor)	Sacramento	L			5,631			
1823 14th Street (backfill)	Sacramento	L			27,366				
District Totals:			462,392	319,046	496,877				
D.59	5900 Folsom Blvd	Sacramento	O	15,000	10,500		43,390	33,058	
	5900 Folsom Blvd. (Qdz. I Lab)	Sacramento	O	6,480	4,536				
	5900 Folsom Blvd. (Qdz.II Lab)	Sacramento	O	6,480	4,536				
	5900 Folsom Blvd. (Qdz. III Lab)	Sacramento	O	6,480	4,536				
	21073 Pathfinder Road, 200	Diamond Bar	L			8,950			
District Totals:			34,440	24,108	8,950				
Statewide Totals:				2,902,658	2,077,788	1,056,649	3,959,307	3,134,437	116,413

Major Project Categories

Categories for Existing Infrastructure

- 1. Critical Infrastructure Deficiencies.** Condition of existing facilities impairs program delivery or results in an unsafe environment. Such projects would correct conditions that significantly limit the efficiency and effectiveness of program delivery. Also included are projects that correct code deficiencies that pose a hazard to employees, client populations, or the public, such as compliance with Fire Marshal regulations, flood control projects, seismic projects, and health related issues such as asbestos abatement and lead removal.
- 2. Facility/Infrastructure Modernization.** Building is structurally sound but modernization of facility will result in an upgrade or betterment that will enable or enhance program delivery. Such projects could include lighting, HVAC, utilities (sewer, water, electrical) and remodeling of interior space to increase efficiency.
- 3. Workload Space Deficiencies.** Additional space required to serve existing programs because of increased workload (not E/C/P based). Within this category departments could divide the category into specified types of space such as offices, storage, laboratories, classrooms, field offices, etc.
- 4. Enrollment/Caseload/Population (E/C/P).** Changes to E/C/P estimates resulting in a reduction or increase in the amount of existing space needed or a change in the use of existing space.
- 5. Environmental Restoration.** Land restoration or modification for environmental purposes. Examples include wetlands restoration for habitat purposes.
- 6. Program Delivery Changes.** Modifications to existing facilities necessitated by authorized changes to existing programs or newly required programs.

Categories for New Infrastructure

- 7. Workload Space Deficiencies.** Additional space required to serve existing programs because of increased workload (not E/C/P based). Within this category departments could divide the category into specified types of space such as offices, storage, laboratories, classrooms, field offices, etc.
- 8. Environmental Acquisitions and Restoration.** Land acquisitions and restoration of newly acquired land for the improvement or protection of wildlife habitat.
- 9. Public Access and Recreation.** Acquisitions or projects to facilitate, or allow public access to state resources and landholdings such as coastal and park acquisitions as well as development of access points to beaches for recreation or for open space preservation.
- 10. Enrollment/Caseload/Population (E/C/P).** Changes to E/C/P estimates resulting in the need for additional space.
- 11. Program Delivery Changes.** New facility needs resulting from authorized changes to the existing program delivery systems.

“DRIVERS OF NEED”

Critical Infrastructure Deficiencies

Fire, Life, and Safety considers “imminent danger to employees and the public from physical aspects of the building or facility siting”².

Seismic Deficiency takes into account both seismic rating of the facility (Seismic Risk Level) along with the geographic tendency (Seismic Zone) to a seismic event.

- Seismic Risk Level identifies the risk level (I through VII) as defined by DGS.
- Seismic Zone identifies Type “A”, “B”, or “C” Faults as defined in the Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada, to be used with the 1997 Uniform Building Code, published by International Conference of Building Officials, February, 1998.

Critical Infrastructure Deficiencies evaluates on a “cost to cure” basis, two categories of aging mechanical systems: 1) Building Systems and 2) Tenant Improvements.

Building Systems include infrastructure such as heating, ventilation, and air conditioning (HVAC); electrical wiring; and elevators. Tenant Improvements include any tenant-added infrastructure in/on the property.

Code Deficiencies examines ... “non-critical Fire, Life, and Safety issues, and all other code deficiencies except Americans with Disabilities Act requirements”³.

Facility/Infrastructure Modernization

Operational Deficiencies examines the functional utility, or efficient use, of the existing space of the infrastructure.

American With Disabilities Act (ADA) Compliance considers how the existing facility fulfills ADA requirements.

Energy Inefficiencies considers inefficient energy-related systems, such as windows, heating, air-conditioning, gas lines, and water supply.

Security Deficiencies assesses employee and community exposure to criminal activity and other outside threats.

Effective Age evaluates the overall condition of infrastructure taking into account its actual age. Well-maintained infrastructure will have a lower effective age than poorly maintained infrastructure.

¹ DOF and Department staff met February 23, 2005 to review the Department’s drivers. The result of that and previous meetings is the agreement that the Department’s drivers are appropriate for the Existing Infrastructure classification.

² Source: State Administrative Manual; Section 6839.

³ Source: State Administrative Manual; Section 6839.

ALTERNATIVES TO UTILIZING THE CAPITAL OUTLAY PROCESS

State departments are required to explore non-capital outlay alternatives that can be utilized to address net needs. The Department's office space needs are currently met by a combination of State-owned and leased office space. The Department does not project a "net need" for office space. However, a significant amount of the Department's State-owned office space inventory will exceed 50 years of age during the 2009 Facilities Infrastructure Plan time-period. These facilities will require renovation or replacement. Additionally, in some geographic areas a significant number of the Department's employees are housed in leased office space. Alternatives that may be considered in lieu of the capital outlay process include: leasing office space, changing program/project delivery methods, and alternative work schedules.

Lease Office Space

Utilize short and/or long-term leased office space. This alternative results in increased support costs and may not be cost effective over the long term. Additionally, Executive Order W-18-91 states that, "The State shall, where possible and feasible, own those real estate facilities necessary for State operations, where the need for the facility is long-term and ownership is economically advantageous over the life of the facility."

Change Program/Project Delivery Methods

This alternative would encompass changes that would reduce staffing levels and the corresponding level of office space needs. This alternative may not be cost effective or efficient and could result in a negative impact on the Department's project delivery efforts.

Alternate Work Schedules/Telework/Hoteling

Maximize the use of existing facilities by allowing for flexible/alternative work schedules that would include swing shifts, etc. Enabling employees to telework from home or create telework centers could further reduce the amount of office space needs. This alternative may not be cost effective, efficient, or conducive to employee productivity.

COST ESTIMATE

**DEPARTMENT OF GENERAL SERVICES
REAL ESTATE SERVICES DIVISION - PROJECT MANAGEMENT BRANCH
PROJECT COST SUMMARY**

PROJECT:	Cal Trans Dist. 1 Office Bldg-Facility Upgrade	STUDY ESTIMATE:	S8DOT34DP
LOCATION:	Eureka	EST. / PROJ. CCCI:	4871 / 4999
CLIENT:	Department of Transportation	DATE ESTIMATED:	4/17/2008
DESIGN BY:	RESD/PMB	ABMS NO:	118476
PROJECT MGR:	N/A	PREPARED BY:	JDE
TEMPLATE:	Design / Bid / Build - Bond	DOF PROJ. I.D. NO.:	N/A

DESCRIPTION

This project renovates the Cal Trans District 1 Office Building located in Eureka. Project scope includes fire, life safety issues and life-cycle repairs/renovations on all building systems. LEED-CI Silver rating certification is also included. The remainder of Value added renovation work, as described in the study, has been excluded. Renovation work will be completed in two phases.

ESTIMATE SUMMARY

DIRECT COST

Fire, Life Safety Priority One Improvements	\$1,479,500
Fire, Life Safety Priority Two Improvements	\$283,000
Life Cycle Repairs Priority One Improvemnets	\$2,510,000
Life Cycle Repairs Priority Two Improvemnets	\$251,000
LEED-CI Silver Certification Allowance	\$250,000
Project Phasing Allowance	<u>\$470,000</u>

ESTIMATED TOTAL CURRENT COSTS:

Adjust CCCI From 4871 to 4999

\$137,800

\$5,243,500**ESTIMATED TOTAL CURRENT COSTS ON MARCH 2008**

Escalation to Start of Construction 43 Months @ 0.42% / Mo.:

\$971,900

Escalation to Mid Point 9 Months @ 0.42% / Mo.:

\$240,200

\$5,381,300**ESTIMATED TOTAL CONTRACTS:**

Contingency At: 7%

\$461,500

\$6,593,400**ESTIMATED TOTAL CONSTRUCTION COST:****\$7,054,900**

COST ESTIMATE - continued

SUMMARY OF COSTS
BY PHASE

PROJECT:	Cal Trans Dist. 1 Office Bldg-Facility Upgrade	STUDY ESTIMATE:	S8DOT34DP
LOCATION:	Eureka	DATE ESTIMATED:	4/17/2008
ABMS #:	118476	PREPARED BY:	JDE
	CONSTRUCTION DURATION:		18 Months
	ESTIMATED CONTRACT:	\$6,593,400	\$6,593,400
	CONSTRUCTION CONTINGENCY:	\$ 461,500	\$ 461,500
	TOTAL:	\$7,054,900	\$7,054,900

CATEGORY	ACQUISITION STUDY 00	PRELIMINARY PLANS 01	WORKING DRAWINGS 02	CONSTRUCTION 03	TOTAL
ARCHITECTURAL AND ENGINEERING SERVICES					
A&E Design		\$431,600	\$477,000	\$227,100	\$1,135,700
Construction Inspection				\$252,662	\$252,662
Construction Inspection Travel				\$416,960	\$416,960
Project Scheduling & Cost Analysis					
Advertising, Printing and Mailing			\$20,000		\$20,000
Construction Guarantee Inspection				\$9,174	\$9,174
SUBTOTAL A&E SERVICES		\$431,600	\$497,000	\$905,896	\$1,834,496
OTHER PROJECT COSTS					
Special Consultants (Soils/Survey)		\$100,200	\$33,400	\$183,400	\$317,000
Materials Testing				\$73,400	\$73,400
Project/Construction Management		\$103,280	\$130,840	\$266,804	\$500,924
Contract Construction Management					
Site Acquisition Cost & Fees					
Agency Retained Items					
DVBE Assessment				\$22,600	\$22,600
School Checking					
Hospital Checking					
Essential Services					
Handicapped Checking			\$3,000		\$3,000
Environmental Document (Neg Dec)		\$30,000			\$30,000
Due Diligence		\$15,000			\$15,000
Other Costs - (SFM)		\$920	\$2,760	\$60,000	\$63,680
Other Costs - (Permit/Reg. Fees)					
Other Costs - (Group 2 Equipment)					
SUBTOTAL OTHER PROJECT COSTS		\$249,400	\$170,000	\$606,204	\$1,025,604
TOTAL ESTIMATED PROJECT COST		\$681,000	\$667,000	\$8,567,000	\$9,915,000
LESS FUNDS TRANSFERRED					
LESS FUNDS AVAILABLE					
NOT TRANSFERRED					
CARRY OVER			\$681,000	\$1,348,000	\$2,029,000
BALANCE OF FUNDS REQUIRED		\$681,000	\$1,348,000	\$9,915,000	\$9,915,000

COST ESTIMATE - continued

FUNDING DATA & ESTIMATE NOTES

PROJECT:	Cal Trans Dist. 1 Office Bldg-Facility Upgrade	STUDY ESTIMATE:	S8DOT34DP
LOCATION:	Eureka	DATE ESTIMATED:	4/17/2008
ABMS #:	118476	PREPARED BY:	JDE

FUNDING DATA

	<u>Chapter / Item</u>	<u>Phase</u>	<u>Amount</u>	<u>Totals</u>
Fund Transfers				
	N/A			

ESTIMATE NOTES

Total Funds Transferred	_____
Funds Available Not Transferred	
N/A	
Total Funds Available not Transferred	_____
Total Funds Transferred and Available	_____

1. The construction costs in this estimate are indexed from the CCCI Index as of the date of estimate preparation to the CCCI index that is current as of MARCH 1, 2008. The project estimate is then escalated for a 9 month period to an assumed construction midpoint. Additionally, the project has been escalated to the assumed start of construction.
2. The Agency may have retained items that are not included in this estimate. RESD has not verified Agency retained pricing.
3. Special Consultant costs include Asbestos / Lead Survey, Commissioning & Monitoring.
4. There are no funds estimated for agency retained items or for modular furniture in this estimate.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.