

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: July 8-9, 2009

Reference No.: 2.1b.(1)  
Information Item

From: CINDY McKIM  
Chief Financial Officer

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Subject: **CMIA PROJECT BASELINE AMENDMENT**  
**RESOLUTION CMIA-PA-0910-001, AMENDING RESOLUTION CMIA-PA-0809-001**  
**STIP AMENDMENT 08S-049**

## **SUMMARY:**

The California Department of Transportation (Department) proposes to amend the 2008 State Transportation Improvement Program (STIP) and the Corridor Mobility Improvement Account (CMIA) baseline agreement for the following Route 5 High Occupancy Vehicle (HOV) Widening projects in Los Angeles County between Route 170 and Route 134.

- Route 5-Buena Vista Street to Route 170 project (PPNO 0142F).
- Route 5-Route 134 to south of Burbank Boulevard project (PPNO 3987).
- Route 5-South of Burbank Boulevard to south of Empire Avenue project (PPNO 3986).
- Route 5-South of Empire Avenue to north of Buena Vista Street project (PPNO 3985).

The Department will request that the California Transportation Commission (Commission) approve the requested STIP amendment and the final CMIA baseline agreement amendment at the next scheduled Commission meeting following the required STIP notice period.

## **BACKGROUND:**

The overall project will construct one HOV lane in each direction for approximately ten miles on Route 5 from Route 134 to Route 170. The work involves the reconstruction and modification of the Burbank Boulevard interchange, the realignment of a short segment of Route 5, railroad realignment, and the construction of a grade separation at Buena Vista Street.

At its meeting in July 2008, the Commission approved a CMIA baseline agreement amendment for the Route 5 HOV widening project in Los Angeles County to combine the CMIA project with the STIP Route 5 HOV/Empire Interchange project (PPNO 3985) and split the resultant project into four constructible segments (as described above). Two of the segments (PPNOs 0142F and 3987) are ready to be advertised for construction, but have been put on hold due to the inability of the Commission to allocate funds for STIP and Proposition 1B CMIA projects. The Department and Los Angeles County Metropolitan Transportation Authority (Metro) have developed a plan to replace CMIA and STIP programming with local Proposition C funds to move forward with construction of the two segments. The plan also involves funding changes to the other two segments

along the corridor to consolidate all CMIA funds on the Route 5-South of Burbank Boulevard to south of Empire Avenue project (PPNO 3986) and STIP programming on the Route 5-South of Empire Avenue to north of Buena Vista Street project (PPNO 3985). The proposed funding plans for each of the four segments are as follows:

**Route 5-Buena Vista Street to Route 170 project (PPNO 0142F)**

It is proposed to revise the funding plan for this segment as follows:

- Replace \$20,000,000 CMIA for construction and \$25,600,000 STIP/Regional Improvement Program (RIP) for construction and construction support with local Proposition C funds.
- Increase local Proposition C funds from \$65,869,000 to \$98,319,000 to fund construction and adjust support costs.

This funding swap will allow the project to proceed to construction without further delay. The final engineer’s estimate results in a reduced construction cost reflective of very competitive bidding in this current economic climate. The cost increase to design is due to additional effort spent on reducing the impact on adjacent properties and the property owners, thereby reducing right of way costs.

**Route 5 from Buena Vista Street to Route 170 (PPNO 0142F)**

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>RIP</b>													
Existing	34,450	8,850	25,600						18,600		8,000	850	7,000
Change	(25,600)	0	(25,600)						(18,600)		0	0	(7,000)
Proposed	<b>8,850</b>	<b>8,850</b>	<b>0</b>						<b>0</b>		<b>8,000</b>	<b>850</b>	<b>0</b>
<b>IIP</b>													
Existing	211	211								211			
Change	0	0								0			
Proposed	211	211								211			
<b>State Bond - Corridor Mobility Program (CMIA)</b>													
Existing	20,000		20,000						20,000				
Change	(20,000)		(20,000)						(20,000)				
Proposed	<b>0</b>		<b>0</b>						<b>0</b>				
<b>Demo - High Priority Projects Program</b>													
Existing	400		400						400				
Change	0		0						0				
Proposed	400		400						400				
<b>Loc Funds - Proposition C</b>													
Existing	65,869	7,869	58,000					7,000	53,000	569	300	0	5,000
Change	32,450	(3,000)	35,450					(3,000)	25,600	0	3,000	850	6,000
Proposed	<b>98,319</b>	<b>4,869</b>	<b>93,450</b>					<b>4,000</b>	<b>78,600</b>	<b>569</b>	<b>3,300</b>	<b>850</b>	<b>11,000</b>
<b>Total</b>													
Existing	120,930	16,930	104,000					7,000	92,000	780	8,300	850	12,000
Change	(13,150)	(3,000)	(10,150)					(3,000)	(13,000)	0	3,000	850	(1,000)
Proposed	<b>107,780</b>	<b>13,930</b>	<b>93,850</b>					<b>4,000</b>	<b>79,000</b>	<b>780</b>	<b>11,300</b>	<b>1,700</b>	<b>11,000</b>

RIP = Regional Improvement Program  
 R/W = Right of Way Capital  
 CON = Construction Capital  
 PA&ED = Project Approval & Environmental Document

IIP = Interregional Improvement Program  
 PS&E = Plans, Specifications & Estimates  
 R/W Supp = Right of Way Support  
 CON Supp = Construction Support

The project schedule reflects a minor revision to the end date for right of way. The start date for construction has been delayed due to the lack of available funding from the STIP and the Proposition 1B Bond Program. The revised baseline schedule is as follows:

Route 5 from Buena Vista Street to Route 170 (PPNO 0142F)		
Project Milestone	Baseline	Proposed
Begin Environmental Phase	Apr 98	No Change
End Environmental Phase	Dec 00	No Change
Begin Design Phase	Dec 00	No Change
End Design Phase (RTL)	Dec 08	No Change
Begin Right of Way	Jun 01	No Change
End Right of Way	Oct 08	Dec 08
Begin Construction Phase	Apr 09	Nov 09
End Construction Phase	Dec 12	No Change
Begin Close-out Phase	Mar 13	No Change
End Close-out Phase	Mar 14	No Change

#### **Route 5-Route 134 to south of Burbank Boulevard project (PPNO 3987)**

It is proposed to revise the funding plan for this segment as follows:

- Replace \$45,000,000 CMIA programmed for construction and \$86,378,000 STIP/RIP programmed for construction and construction support with local Proposition C funds.
- Increase local Proposition C funds from \$45,900,000 to \$140,764,000 to fund construction, construction support and a cost increase to design.

This funding swap will allow the project to proceed to construction without further delay. The final engineer's estimate results in a reduced construction cost reflective of very competitive bidding in this current economic climate. The cost increase to design is due to additional effort spent on reducing the impact on adjacent properties and the property owners.

Route 5 from Route 134 to south of Burbank Boulevard (PPNO 3987)

(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	08/09	09/10	10/11	11/12	12/13	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	95,349	8,971	86,378						74,660		8,171	800	11,718
Change	(86,378)	0	(86,378)						(74,660)		0	0	(11,718)
Proposed	<b>8,971</b>	8,971	<b>0</b>						<b>0</b>		8,171	800	<b>0</b>
<b>IIP</b>													
Existing	600	600								600			
Change	0	0								0			
Proposed	600	600								600			
<b>State Bond - Corridor Mobility Program (CMIA)</b>													
Existing	45,000		45,000						45,000				
Change	(45,000)		(45,000)						(45,000)				
Proposed	<b>0</b>		<b>0</b>						<b>0</b>				
<b>CMAQ</b>													
Existing	2,289		2,289						2,289				
Change	0		0						0				
Proposed	2,289		2,289						2,289				
<b>Loc Funds</b>													
Existing	45,900	16,849	29,051					11,000	28,051	700	4,149	1,000	1,000
Change	94,864	0	94,864					0	80,446	0	2,700	0	11,718
Proposed	<b>140,764</b>	16,849	<b>123,915</b>					11,000	<b>108,497</b>	700	<b>6,849</b>	1,000	<b>12,718</b>
<b>Total</b>													
Existing	189,138	26,420	162,718					11,000	150,000	1,300	12,320	1,800	12,718
Change	(36,514)	0	(36,514)					0	(39,214)	0	2,700	0	0
Proposed	<b>152,624</b>	26,420	<b>126,204</b>					11,000	<b>110,786</b>	1,300	<b>15,020</b>	1,800	12,718

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The project schedule reflects a minor slip in the end dates for design and right of way and the start date for construction due to possible right of way acquisition issues. The revised baseline schedule is as follows:

Route 5 from Route 134 to south of Burbank Boulevard (PPNO 3987)		
Project Milestone	Baseline	Proposed
Begin Environmental Phase	Apr 98	No Change
End Environmental Phase	Dec 00	No Change
Begin Design Phase	Dec 00	No Change
End Design Phase (RTL)	Apr 09	Jun 09
Begin Right of Way	Jun 01	No Change
End Right of Way	Apr 09	Jun 09
Begin Construction Phase	Oct 09	Jan 10
End Construction Phase	Dec 13	No Change
Begin Close-out Phase	Mar 14	No Change
End Close-out Phase	Mar 15	No Change

**Route 5-South of Burbank Boulevard to south of Empire Avenue project (PPNO 3986)**

It is proposed to revise the funding plan for this segment as follows:

- Increase CMIA programmed for construction by \$65,000,000, from \$8,000,000 to \$73,000,000. The additional CMIA funds are from PPNO 0142F (\$20,000,000) and PPNO 3987 (\$45,000,000).
- Reprogram \$12,024,000 RIP for construction (\$10,000,000) and construction support (\$2,024,000) to PPNO 3985.
- Reprogram \$585,000 Interregional Improvement Program (IIP) for construction to PPNO 3985.
- Increase local Proposition C funds by \$20,530,000, from \$27,025,000 to \$47,555,000.

The total project cost has increased from \$50,844,000 to \$123,765,000. The majority of the increase is due to the need to realign a portion of the mainline and reconfigure the interchange from a cloverleaf type interchange to a tight diamond interchange to meet geometric standards. The need to acquire additional property, the complexity of the interchange, as well as additional utility relocation costs substantially increased the right of way and construction estimates. The Department has prepared a detailed risk management and mitigation plan that identifies the risks of the project and developed a plan for controlling the risks with the associated expected costs. These uncertainties are reflected in the revised project costs.

**Route 5 from south of Burbank Boulevard to just south of Empire Avenue (PPNO 3986)**

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>RIP</b>													
Existing	14,104	2,080		12,024				80	10,000		2,000		2,024
Change	(12,024)	0		(12,024)				0	(10,000)		0		(2,024)
Proposed	<b>2,080</b>	2,080		<b>0</b>				80	<b>0</b>		2,000		<b>0</b>
<b>IIP</b>													
Existing	1,715	1,130		585				260	585	350		520	
Change	(585)	0		(585)				0	(585)	0		0	
Proposed	<b>1,130</b>	1,130		<b>0</b>				260	<b>0</b>	350		520	
<b>State Bond - Corridor Mobility Program (CMIA)</b>													
Existing	8,000			8,000	0				8,000				
Change	65,000			(8,000)	73,000				65,000				
Proposed	<b>73,000</b>			<b>0</b>	<b>73,000</b>				<b>73,000</b>				
<b>Loc Funds</b>													
Existing	27,025	8,410	0	18,615				5,660	15,615		2,700	50	3,000
Change	20,530	0	1,845	18,685				30,000	(15,615)		1,800	45	4,300
Proposed	<b>47,555</b>	8,410	<b>1,845</b>	<b>37,300</b>				<b>35,660</b>	<b>0</b>		<b>4,500</b>	<b>95</b>	<b>7,300</b>
<b>Total</b>													
Existing	50,844	11,620	0	39,224	0			6,000	34,200	350	4,700	570	5,024
Change	72,921	0	1,845	(1,924)	73,000			30,000	38,800	0	1,800	45	2,276
Proposed	<b>123,765</b>	11,620	<b>1,845</b>	<b>37,300</b>	<b>73,000</b>			<b>36,000</b>	<b>73,000</b>	350	<b>6,500</b>	<b>615</b>	<b>7,300</b>

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The project schedules for design, right of way, and construction have been revised due to the delay of the Empire Avenue Interchange project (PPNO 3985). Construction staging is such that the Empire Avenue Interchange will be constructed and opened to traffic prior to the construction of this segment. The schedule for Empire Avenue Interchange was changed due to delay in executing the Construction and Maintenance (C&M) agreement. The revised baseline schedule is as follows:

Route 5 from south of Burbank Boulevard to just south of Empire Avenue (PPNO 3986)		
Project Milestone	Baseline	Proposed
Begin Environmental Phase	Apr 98	No Change
End Environmental Phase	Dec 00	No Change
Begin Design Phase	Dec 00	No Change
End Design Phase (RTL)	Jan 10	Apr 11
Begin Right of Way	Jun 01	No Change
End Right of Way	Jan 10	Apr 11
Begin Construction Phase	Jul 10	Jul 11
End Construction Phase	Dec 13	Dec 14
Begin Close-out Phase	Mar 14	Mar 15
End Close-out Phase	Mar 15	Mar 16

### **Route 5-South of Empire Avenue to north of Buena Vista Street project (PPNO 3985)**

It is proposed to revise the funding plan for this segment as follows:

- Increase RIP construction by \$81,920,000, from \$20,993,000 to \$102,913,000; construction support by \$6,642,000, from \$6,858,000 to \$13,500,000; and Right of Way (R/W) by \$35,440,000, from \$260,000 to \$35,700,000; for a total increase in RIP of \$124,002,000. The overall increase of \$124,002,000 to be funded with reprogrammed RIP from PPNO 0142F (\$25,600,000), PPNO 3987 (\$86,378,000), and PPNO 3986 (\$12,024,000).
- Increase IIP construction by \$585,000, from \$1,600,000 to \$2,185,000. The increase will be funded with reprogrammed IIP from PPNO 3986.
- Decrease local Proposition C funds by \$57,714,000, from \$203,711,000 to \$145,997,000.

The total project cost has increased from \$248,627,000 to \$315,500,000. The majority of the increase is due to the extensive railroad work on the project. During design, it was determined to be more cost effective for the railroad work to be completed by Southern California Regional Rail Authority (Metrolink) through a C&M contract. The C&M agreement streamlined the design and approval process, brought in railroad experts and placed Metrolink in direct responsibility for their own lines. As details of the design evolved, the estimates for the project were updated to reflect the complex staging and coordination of the railroad and roadway. This is particularly challenging because both freeway and railroad must be kept in operation during the entire construction period. The interconnected nature of the two parts to the project, construction windows, and avoiding conflicts between different contractors have added significant capital and support costs to the project. The Department has also prepared a detailed risk management and mitigation plan that identifies the risks of the project and has developed a plan for controlling the risks with the associated expected costs. These uncertainties are reflected in the revised project costs.

Route 5 from south of Empire Avenue to just north of Buena Vista Street (PPNO 3985)

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>RIP</b>													
Existing	31,111	3,260		27,851				260	20,993		3,000		6,858
Change	124,002	35,440		88,562				35,440	81,920		0		6,642
<b>Proposed</b>	<b>155,113</b>	<b>38,700</b>		<b>116,413</b>				<b>35,700</b>	<b>102,913</b>		<b>3,000</b>		<b>13,500</b>
<b>IIP</b>													
Existing	13,805	12,205		1,600				800	1,600	1,700	7,725	1,980	
Change	585	0		585				0	585	0	0	0	
<b>Proposed</b>	<b>14,390</b>	<b>12,205</b>		<b>2,185</b>				<b>800</b>	<b>2,185</b>	<b>1,700</b>	<b>7,725</b>	<b>1,980</b>	
<b>Loc Funds</b>													
Existing	203,711	40,715	100,000	62,996				35,440	158,354		5,275		4,642
Change	(57,714)	(35,440)	4,000	(26,274)				(33,440)	(36,632)		8,500		3,858
<b>Proposed</b>	<b>145,997</b>	<b>5,275</b>	<b>104,000</b>	<b>36,722</b>				<b>2,000</b>	<b>121,722</b>		<b>13,775</b>		<b>8,500</b>
<b>Total</b>													
Existing	248,627	56,180	100,000	92,447				36,500	180,947	1,700	16,000	1,980	11,500
Change	66,873	0	4,000	62,873				2,000	45,873	0	8,500	0	10,500
<b>Proposed</b>	<b>315,500</b>	<b>56,180</b>	<b>104,000</b>	<b>155,320</b>				<b>38,500</b>	<b>226,820</b>	<b>1,700</b>	<b>24,500</b>	<b>1,980</b>	<b>22,000</b>

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The project schedules for design, right of way and construction have been changed as the negotiation and execution of the C&M agreement was completed in March 2009, postponing the development of the railroad plans by nine months. The Department will request a time-extension for construction allocation of this segment. The revised baseline schedule is as follows:

South of Empire Avenue to north of Buena Vista Street project (PPNO 3985)		
Project Milestone	Baseline	Proposed
Begin Environmental Phase	Jul 99	No Change
End Environmental Phase	Jun 02	No Change
Begin Design Phase	Jul 02	No Change
End Design Phase (RTL)	Jan 10	Jan 11
Begin Right of Way	Jun 02	No Change
End Right of Way	Jan 10	Jan 11
Begin Construction Phase	Jul 10	Jul 11
End Construction Phase	Dec 13	Dec 14
Begin Close-out Phase	Mar 14	Mar 15
End Close-out Phase	Mar 15	Mar 16