

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 12-13, 2009

Reference No.: 2.1b.(3)
Information Item

From: CINDY McKIM
Chief Financial Officer

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Program Manager
Proposition 1B

Subject: **STATE ROUTE 99 CORRIDOR PROJECT BASELINE AMENDMENT**
RESOLUTION R99-PA-0910-002
STIP AMENDMENT 08S-053

SUMMARY:

The California Department of Transportation (Department) and Madera County Transportation Commission propose to amend the State Route 99 (SR 99) Bond Program baseline agreement and the 2008 State Transportation Improvement Program (STIP) to redistribute \$700,000 Regional Improvement Program (RIP) from the Plans, Specifications & Estimates (PS&E) phase to the Project Approval & Environmental Document (PA&ED) phase for the Avenue 12 Interchange project (PPNO 5346) in Madera County.

The Department will request that the California Transportation Commission (Commission) approve the requested STIP amendment and SR 99 Bond Program baseline agreement at the next scheduled Commission meeting following the notice period.

BACKGROUND:

The Avenue 12 interchange project was included in the SR 99 Bond Program adopted by the Commission on March 15, 2007. The SR 99 Bond Program was developed by the Department in consultation with the San Joaquin Valley and Sacramento Valley Regional Transportation Planning Agencies.

The Department and the Madera County Transportation Commission propose to amend the State Route 99 Bond Program baseline agreement and the 2008 STIP to reflect changes to the financial plan as shown on the table below. The proposed amendment is consistent with the Commission's SR 99 Bond Program Guidelines which require that cost changes be funded by identifying an appropriate other source; down-scoping the project, or if appropriate, another project; or by deleting projects as necessary in keeping with the priorities set forth in the adopted guidelines. This amendment proposes to address cost variances internally within the Avenue 12 interchange project.

It is necessary to perform additional preliminary engineering, including surveying, utility verification, and bridge and roadway design, during the PA&ED phase in order to properly scope the various design alternatives. It is anticipated that the additional design work will increase the cost of

the PA&ED phase by \$700,000. The increased design effort during the PA&ED phase will reduce the effort during the PS&E phase by \$700,000.

This amendment proposes to change the RIP programming as described above and illustrated in the following table:

REVISES:

Avenue 12 Interchange project (PPNO 5346):

(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
RIP													
Existing	8,023	1,300		6,723				2,023		1,300	4,700		
Change	0	0		0				0		700	(700)		
Proposed	8,023	1,300		6,723				2,023		2,000	4,000		
State Bond													
Existing	48,400					48,400			43,600				4,800
Change	0					0			0				0
Proposed	48,400					48,400			43,600				4,800
Loc Funds													
Existing	3,920					3,920			3,920				
Change	0					0			0				
Proposed	3,920					3,920			3,920				
Loc Funds													
Existing	7,657		500	4,677		2,480		4,677	2,480			500	
Change	0		0	0		0		0	0			0	
Proposed	7,657		500	4,677		2,480		4,677	2,480			500	
Total													
Existing	68,000	1,300	500	11,400		54,800		6,700	50,000	1,300	4,700	500	4,800
Change	0	0	0	0		0		0	0	700	(700)	0	0
Proposed	68,000	1,300	500	11,400		54,800		6,700	50,000	2,000	4,000	500	4,800