

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: September 9-10, 2009

Reference No.: 2.1c.(2b)  
Action Item

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Proposition 1B

Subject: **STATE ROUTE 99 CORRIDOR BOND PROGRAM BASELINE AMENDMENT  
RESOLUTION R99-PA-0910-003  
STIP AMENDMENT 08S-055**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the State Route (SR) 99 Corridor Bond Program baseline agreement and the 2008 State Transportation Improvement Program (STIP) for the State Route 99 (South Stockton) Widening project. This item was noticed at the Commission's August 12-13, 2009 meeting.

## **ISSUE:**

The Department and the San Joaquin Council of Governments (SJCOG) propose to amend the SR 99 Corridor Bond Program baseline agreement and the STIP for the SR 99 (South Stockton) Widening project (PPNO 7668) in San Joaquin County.

## **BACKGROUND:**

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

The Department and SJCOG propose to amend the SR 99 Corridor Bond Program baseline agreement and the 2008 STIP to reflect changes to the financial plan as shown in the table below. The proposed amendment is consistent with the Commission's SR 99 Corridor 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 within the SR 99 Corridor Bond Program; 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 South Stockton Widening project.

The approval of the environmental document and the final project report eliminates potential risks and defines the necessary features for the approved project. The approved project is consistent with the scope contained in the baseline agreement.

**Increase Support Cost**

The Project Approval and Environmental Document (PA&ED) phase is complete. The cost needed to complete PA&ED increased from \$3,081,000 to \$6,030,000 to allow for a greater public outreach program than originally planned. The extensive public outreach addressed many sensitive community issues and resulted in consensus on the preferred alternative ahead of schedule. The public outreach resulted in additional alternatives that needed to be studied and refined, which ultimately increased the cost to achieve PA&ED. However, the preferred alternative resulted in significantly reduced Right of Way (R/W) Capital and Construction Capital costs as described below.

The Plans, Specifications & Estimates (PS&E) phase estimate has increased from \$3,319,000 to \$8,000,000, the R/W Support estimate has increased from \$2,600,000 to \$7,000,000, and the Construction Support estimate has increased from \$10,500,000 to \$15,500,000. The baseline support estimates were developed during the Project Initiation phase and did not adequately address the support needs. The revised estimates are based on the preferred alternative.

**Decrease Capital Cost**

The R/W Capital estimate has decreased from \$72,000,000 to \$59,970,000. The preferred alternative selected in the final Environmental Document had a reduced footprint at one of the interchanges. The reduced size of the interchange avoided the need for 20 residential homes and relocation assistance. Additional cost savings were realized as the design avoided a costly acquisition and relocation of a ready-mix cement plant. Overall the reduced footprint of the interchange allows for many partial acquisitions in lieu of full parcel takes.

The Construction estimate has decreased from \$159,000,000 to \$154,000,000. There were three alternatives when the baseline agreement was approved. The baseline agreement was based on a more expensive alternative. The approved alternative is \$5,000,000 less due to a more efficient design at one of the interchanges. The interchange in the approved alternative requires less imported borrow fill (material), fewer soundwalls, and reduced frontage road modifications because SR 99 is depressed at this location.

**Eliminate Local Funding for PS&E and R/W Support**

Transfer all local funds currently programmed to project support components to capital components and replace with an equal amount of STIP and SR 99 bond funds. This will eliminate all reimbursed work for support components.

**RESOLUTION:**

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement and the 2008 State Transportation Improvement Program for the State Route 99 (South Stockton) Widening project (PPNO 7668) to reflect the changes described above and illustrated in the following table.

**REVISE:**

**State Route 99 (South Stockton) Widening project (PPNO 7668):**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Joaquin	10	7668	3A100	CO	2011-12	15.0	18.6	99					
<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	Caltrans			<b>PS&amp;E</b>	Caltrans						
		<b>R/W</b>	Caltrans			<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>		San Joaquin Council of Governments											
<b>Project Title:</b>		SR 99 (South Stockton) Widening											
<b>Location</b>		Near Stockton, from 0.3 miles north of Arch Road to 0.1 miles south of Route 4 West.											
<b>Description:</b>		Widen from 4 to 6 lanes and improve and reconstruct various interchanges.											
<b>(DOLLARS IN THOUSANDS)</b>													
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	13,023	1,523	11,500					11,500		1,523	0	0	
Change	0	10,949	(10,949)					(11,500)		2,949	8,000	551	
Proposed	13,023	<b>12,472</b>	<b>551</b>					<b>0</b>		<b>4,472</b>	<b>8,000</b>	<b>551</b>	
<b>IIP</b>													
Existing	1,558	1,558								1,558			
Change	0	0								0			
Proposed	1,558	1,558								1,558			
<b>State Bond (Route 99)</b>													
Existing	153,900		37,300			116,600		37,300	106,100			0	10,500
Change	0		0			0		(5,889)	(5,000)			5,889	5,000
Proposed	153,900		37,300			116,600		<b>31,411</b>	<b>101,100</b>			<b>5,889</b>	<b>15,500</b>
<b>Local Funds (San Joaquin Co)</b>													
Existing	5,000					5,000			5,000				
Change	0					0			0				
Proposed	5,000					5,000			5,000				
<b>Local Funds (SJCOG Measure K)</b>													
Existing	77,019	3,319	25,800			47,900		23,200	47,900		3,319	2,600	
Change	0	(3,319)	3,319			0		5,359	0		(3,319)	(2,040)	
Proposed	77,019	<b>0</b>	<b>29,119</b>			47,900		<b>28,559</b>	47,900		<b>0</b>	<b>560</b>	
<b>Total</b>													
Existing	250,500	6,400	74,600			169,500		72,000	159,000	3,081	3,319	2,600	10,500
Change	0	7,630	(7,630)			0		(12,030)	(5,000)	2,949	4,681	4,400	5,000
Proposed	250,500	<b>14,030</b>	<b>66,970</b>			169,500		<b>59,970</b>	<b>154,000</b>	<b>6,030</b>	<b>8,000</b>	<b>7,000</b>	<b>15,500</b>