

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 19-20, 2010

Reference No.: 3.4
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Subject: **FINAL RIGHT OF WAY EXPENDITURES FOR ROUTE 101 HOV LANE GAP CLOSURE CORRIDOR STIP PROJECT IN MARIN COUNTY**

SUMMARY:

The California Department of Transportation (Department) is presenting this as an informational item to report the final right of way (R/W) expenditures for the Route 101 HOV Lane Gap Closure Corridor project (PPNO 0342L), programmed in the State Transportation Improvement Program (STIP).

BACKGROUND:

Current STIP guidelines stipulate that the California Transportation Commission (Commission) will maintain a long-term balance of county shares and interregional shares, as specified in Streets and Highways Code Section 188.11. Typically, share balance adjustments for final project development and right of way (R/W) expenditures, and the estimate for construction engineering are reported to the Commission at the time of construction allocation. For corridor projects, the practice is to defer the reporting of final project expenditures until the time of allocation for the last construction segment. This mainline highway project has been delivered in four segments. The last segment, Puerto Suello Hill project, was allocated in February 2007. The only pending allocation for this corridor project is for a follow-up landscaping project that is scheduled for delivery in Fiscal Year 2010-11. The Final R/W Estimate was not reported at the time of allocation of the last main highway contract.

The STIP amendment (00S-032), approved by the Commission in June 2001, combined the Marin 101 South High Occupancy Vehicle (HOV) Lane project (PPNO 0342G) with the Marin 101 Gap Closure Reversible HOV project (PPNO 0342L). The combined project had \$2,726,000 Regional Improvement Program (RIP) funds programmed to R/W. This amendment also split-off Segment 1 (PPNO 0342G) with \$150,000 RIP programmed to R/W Capital. The remaining \$2,576,000 RIP funds for R/W were programmed to Segments 2, 3, and 4 (PPNO 0342L). In addition, this amendment changed the project scope description for the combined project as reversible HOV lanes and also designated all four segments as a corridor project.

A June 2003 STIP amendment (02S-072) changed the project scope description from reversible HOV lanes to HOV lanes in both directions. In February 2004, the Commission approved another STIP Amendment (02S-121) to reprogram \$6,000,000 RIP from Construction to R/W for Segments

2, 3, and 4. That action brought the total RIP funds programmed for R/W for the entire corridor to \$8,726,000.

The environmental, design and R/W support components are grandfathered, and consistent with statute and guidelines, are not subject to closeout reporting. Construction support costs were reported at the time of allocation of each of the four segments. Now that the corridor has been fully allocated, except for a follow-up landscape project, the final R/W STIP Capital costs are reported as below:

Right of Way Capital Estimate:	\$15,455,000
Programmed Amount:	<u>\$ 8,726,000</u>
Amount Over Program/Adjustment:	\$ 6,729,000 (Debit)