

Memorandum

TAB 56

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: November 3-4, 2010

Reference No.: 2.1c.(1d) - **REVISED**
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **MULTI-PROGRAM PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1011-015
STIP AMENDMENT 10S-007
TCRP RESOLUTION TAA-10-03, AMENDING RESOLUTION TAA-08-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve this amendment. This item was noticed at the Commission's September 22-23, 2010 meeting.

ACTION UPDATE: This Action item has been revised from the Notice as follows:

1) the proposed segmentation table on page 3 has been revised to clarify segment locations; and 2) the overall proposed funding table on page 6 has been corrected to match funding for the individual segments.

ISSUE:

The Department and the Los Angeles County Metropolitan Transportation Authority (LACMTA) propose to amend the Corridor Mobility Improvement Account (CMIA) Program, the State Transportation Improvement Program (STIP) and the Traffic Congestion Relief Program (TCRP) for the Route 5 High Occupancy Vehicle (HOV), Orange County Line to Route 605 project (PPNO 2808) in Los Angeles County as follows:

- Split the project into five constructible segments
- Revise the programmed components for the overall project
- Revise the schedule for staging and construction purposes

The Department is requesting that the Commission approve this final CMIA baseline agreement amendment, STIP amendment and TCRP amendment.

BACKGROUND:

The Route 5 HOV Orange County Line to Route 605 project (PPNO 2808) is a \$1.24 billion project and includes \$387,000,000 in Proposition 1B - CMIA funding. This project will widen Interstate 5 through the addition of one mixed-flow lane and one HOV lane in each direction from just south of Artesia Avenue to just north of the Florence Avenue overcrossing. The Route 5 corridor is one of the most congested areas in the Los Angeles basin. It connects Los Angeles County (population 10 million) and Orange County (population 3 million), two of California's largest counties. Construction of this project will eliminate the bottleneck as a result of the lane drop between the Orange/Los Angeles County line, improve the performance of major intersections and interchanges along the corridor and improve access to regional transit and HOV facilities. The project will also upgrade the corridor to meet current Department and FHWA design standards, improve freeway Level of Service during AM and PM peak hours, reduce travel time delays and congestion related accidents and improve the mobility in the region.

The Department has partnered with LACMTA to assure the availability of funding for this high-priority project. This project is included in Tier 1 of the approved TCRP allocation plan for \$119 million in programmed right of way funds. LACMTA is committed to providing alternate funds should future TCRP allocations be unavailable due to non-repayment of Proposition 1A guaranteed funds. LACMTA has already committed to advancing their annual share of State and Local Partnership Program (SLPP) and the required local matching dollars for unavailable TCRP State funds. LACMTA has adequate financial capacity to address appropriate cost increases. If the funding identified in the executed agreement between LACMTA and the Department is insufficient to complete the project, LACMTA and the State agreed that a request will be submitted to the LACMTA Board for the additional funds necessary to complete the project.

Summary of Past Project Programming Actions

In June 2007, the Commission approved a CMIA baseline agreement for \$387,000,000 in CMIA funding. In July 2008, the Commission approved a CMIA baseline amendment for STIP programming adjustments to support components as a result of the adoption of the 2008 STIP. No schedule changes were addressed at the time. In September 2008, the Commission approved a TCRP Amendment to redistribute TCRP funds between components and update the TCRP legislative project description to match the current CMIA baseline agreement.

Proposal

Based on a value analysis study of the project, which included construction industry participation, it is proposed to split the \$1.24 billion project into five manageable segments to facilitate construction staging and delivery, and maximize efficiency and contract bidding competitiveness. The proposed segments are as follows (location map on the last page):

Segment	Location / Segment Description	Post Miles	Proposed CMIA Funding (\$ x 1,000)
1	I-5 South – OCL to Route 605 - North Fork Coyote Creek Overcrossing to Marquardt Avenue	1.2/2.1	\$72,291
2	I-5 South – OCL to Route 605 - Artesia Boulevard (OCL) to Coyote Creek Overcrossing	Ora 44.3/44.4 & LA 0.0/1.5	\$0
3	I-5 South – OCL to Route 605 - Shoemaker Avenue to Silverbow Avenue	2.4/4.2	\$146,997
4	I-5 South – OCL to Route 605 - Silverbow Avenue to Orr and Day Road Overhead	3.7/6.1	\$167,712
5	I-5 South – OCL to Route 605 - Orr and Day OH to Route 605; and striping for entire project - Segments 1-5	5.8/6.8 & Ora 44.3/LA 7.6 (Striping Seg 1-5)	\$0
TOTAL			\$387,000

This project is funded from a variety of sources, including \$387 million of CMIA funds. The Proposition 1B Bond Act mandates that the inclusion of a project in the CMIA program be based on demonstration that the project can commence construction or implementation no later than December 31, 2012. It is proposed to consolidate the CMIA funding into Segments 1, 3, and 4. These are the segments the Department is confident can be delivered by the 2012 deadline through active risk management. The key areas that have been focused on are right of way acquisition and utilities. Due to issues affecting delivery as discussed on the next page, the schedule has now slipped as shown in the following table. It should be noted, however, that the end of construction and project benefits for the entire corridor will be realized by the end of 2016, as indicated in the original CMIA Baseline Agreement schedule.

Schedule:

	Original CMIA Project	Segment 1 (PPNO 4153)	Segment 2 (PPNO 2808)	Segment 3 (PPNO 4154)	Segment 4 (PPNO 4155)	Segment 5 (PPNO 4156)
Project Milestone	Baseline	Proposed	Proposed	Proposed	Proposed	Proposed
Begin Environmental Phase	Oct 01 (A)	No change	No change	No change	No change	No change
End Environmental Phase	June 07 (A)	No change	No change	No change	No change	No change
Begin Design Phase	June 07	Jan 08 (A)	Jan 08 (A)	Sept 08 (A)	Jul 09 (A)	Jun 10 (A)
End Design Phase (RTL)	July 10	Mar 11	Jan 13	Mar 12	Mar 12	Jan 13
Begin Right of Way	Sept 07	Mar 09 (A)	Oct 10	Aug 09 (A)	Oct 10	Oct 10
End Right of Way	July 10	Feb 11	Jan 13	Mar 13	Mar 12	Jan 13
Begin Construction Phase	Nov 10	Jun 11	Jun 13	Aug 12	Aug 12	Jun 13
End Construction Phase	Nov 16	Jul 14	Dec 16	Apr 16	Apr 16	Dec 16
Begin Close-out Phase	Dec 16	Oct 15	Dec 16	Apr 16	Apr 16	Dec 16
End Close-out Phase	Dec 17	Nov 17	Mar 18	Apr 17	Mar 17	Nov 17

(A) = Actual

Issues affecting Delivery

There were significant delays in the Federal Highway Administration's (FHWA) approval of the location and design features (i.e., modified access approval and 10 vs 12 lanes) of the project (Record of Decision) to proceed with project design.

Due to the complexities of the project and its affect on the cities along the corridor (La Mirada, Sante Fe Springs, Norwalk, and Downey), the local agencies formed a Joint Powers Authority (I-5 JPA). The JPA dealt with individual City's concerns that affected negotiation and approval of each City's Freeway Agreement.

The project location spans through both industrial and residential areas, with the need to acquire or obtain easements for 344 parcels. Right of way issues on a project of this magnitude are substantial. There were delays due to changes in the Code of Civil Procedures for Order of Possessions, changes in the Streets and Highways Code regarding the right of way appraisal process and delays due to the closure of Department 59 of the Los Angeles Superior Court which hears eminent domain cases. Many parcels were identified as needing further investigation, monitoring, or clean up, leading to

additional delays in the right of way process. Right of way mapping and acquisition activities were further delayed due to staffing issues related to the state mandated furlough program and the lack of available STIP and TCRP funding.

Delivery and Funding Strategy

Segments 1, 3 and 4 have the fewest right of way acquisition/utility issues. With current right of way process acceleration measures implemented by the Department, these segments are planned to be delivered in advance of the updated schedule.

The most significant right of way challenges are within the limits of segments 2 and 5. These segments include 114 parcels, mostly commercial, with extensive right of way acquisition and utility relocation issues. As shown on the previous page, the schedules for these segments have been delayed to June 2013. It is proposed to use local Proposition C and local federal funds for construction of these segments.

Risk Management

The Department and LACMTA have conducted Risk Management workshops to identify potential risk factors with right of way and utility issues on this corridor. Major risk factors were identified and the Department has developed a plan and mitigation measures to ensure successful delivery of all five segments based on the updated schedules. The plan includes modifying elements of the Department's right of way process and resource management.

The Department's hazardous waste and legal staff are working closely to streamline the entry permit process to conduct site investigations. Outreach programs will be scheduled with utility companies to expedite utility relocation activities. Resources have been adjusted statewide to assist with the large number of residential property acquisitions and property owner relocations required on the project. LACMTA has also committed to assist the Department in performing right of way activities.

The Department recognizes that this project is critical to State transportation system and its impact to state-wide goods movement and mobility. Therefore, we are proposing establishing an Executive Oversight Committee made up of a top level executive from the Department, the Commission and the LACMTA. The purpose of the Executive Oversight Committee is to provide project oversight and assurance to the Commission that each segment will be delivered successfully. It will have strategic, high level problem solving responsibilities for this project. It will not be a decision making body. The Executive Oversight Committee expects to meet quarterly and will provide regular status updates on the project to the Commission. Detailed roles and responsibilities for this Committee will be developed and reported at a subsequent Commission meeting.

Adjustments to Programmed Components

The total project cost for the combined project remains unchanged at \$1,240,524,000. However, cost adjustments have been made between components as a result of revised resource estimates and the additional work involved in splitting the project into five constructible segments.

The overall construction estimate has increased due to the discovery of previously undocumented existing utilities, unanticipated changes to required design strategies and more costly foundation designs due to unfavorable soil conditions in the area. However, construction support estimate has been reduced due to the strategy to have an integral construction management team in place for all the segments. Also, recent downturns in the Southern California real estate market have substantially reduced right of way acquisition estimates.

Adjustments to the overall project are as follows:

Existing Baseline – Overall Project (PPNO 2808)

I-5 HOV - Orange county Line to Route 605 - Existing Funding												
Fund Type	Project Totals By Fiscal Year (\$ in 1,000's)					Project Totals by Component (\$ in 1,000's)						
	Total	Prior	10/11	11/12	12/13	R/W	Const	E & P	PS&E	R/W Sup	CON Sup	
CMIA	\$387,000		\$387,000				\$387,000					
GF-RIP	\$57,769	\$57,769						\$12,862	\$29,792	\$15,115		
STIP-RIP	\$228,765	\$227,037				\$225,561		\$1,068		\$408	\$1,728	
STIP IIP	\$35,383	\$12,599	\$22,784						\$12,599		\$22,784	
TCRP	\$125,000	\$125,000				\$119,000		\$6,000				
DEMO-High Priority Projects	\$832	\$832				\$832						
CMAQ	\$77,439	\$19,739	\$57,700				\$77,439					
Local-LACMTA	\$328,336	\$76,754	\$251,582			\$161,680	\$111,104				\$55,552	
TOTAL	\$1,240,524	\$519,730	\$719,066	\$0	\$0	\$507,073	\$575,543	\$19,930	\$42,391	\$15,523	\$80,064	

Proposed Baseline – Overall Project (PPNO 2808)

I-5 HOV - Orange county Line to Route 605 - Proposed Funding												
Fund Type	Project Totals By Fiscal Year (\$ in 1,000's)						Project Totals by Component (\$ in 1,000's)					
	Total	Prior	10/11	11/12	12/13	13/14+	R/W	Const	E & P	PS&E	R/W Sup	CON Sup
CMA	\$387,000		\$72,291	\$314,709				\$348,310				\$38,690
GF-RIP	\$57,769	\$57,769							\$12,862	\$29,792	\$15,115	
STIP-RIP	\$228,765	\$227,037			\$1,728		\$225,561		\$83	\$985	\$408	\$1,728
STIP IIP	\$35,383	\$12,599			\$22,784					\$12,599		\$22,784
TCRP	\$125,000	\$6,000	\$18,200	\$21,468	\$19,833	\$59,499	\$119,000		\$6,000			
DEMO-High Priority Projects	\$832		\$832				\$832					
CMAQ	\$77,439				\$77,439			\$77,439				
SLPP	\$62,656				\$62,656			\$62,656				
Local-LACMTA	\$265,680	\$8,802	\$137,936		\$118,942		\$132,223	\$116,595		\$10,693	\$3,822	\$2,347
TOTAL	\$1,240,524	\$312,207	\$229,259	\$336,177	\$303,382	\$59,499	\$477,616	\$605,000	\$18,945	\$54,069	\$19,345	\$65,549

Project Segments

It is proposed to split the project into five segments as follows:

Segment 1 (PPNO 4153): In Santa Fe Springs from North Fork Coyote Creek Overcrossing to Marquardt Avenue. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct the Alondra Avenue/North Fork Coyote Creek Bridges and adjacent frontage roads. (\$109,520,000)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor				
Los Angeles	7	4153	21591	CO	2010-11	1.2	2.1	5				
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans					
		R/W	Caltrans			CON	Caltrans					
RTPA/CTC:		Los Angeles Metropolitan Transportation Commission										
Project Title:		I-5 Carpool Lane from Orange County Line to I-605 (Segment 1)										
Location:		In Santa Fe Springs, from North Fork Coyote Creek Overcrossing to Marquardt Avenue										
Description:		Add HOV and mixed flow lane in each direction; reconstruct bridges and adjacent frontage roads										
(DOLLARS IN THOUSANDS)												
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp
GF RIP												
Existing	57,769	57,769							12,862	29,792	15,115	
Change	(53,593)	(53,593)							(11,970)	(27,640)	(13,983)	
Proposed	4,176	4,176							892	2,152	1,132	
RIP												
Existing	228,765	227,037		1,728			225,561		1,068		408	1,728
Change	(225,334)	(223,606)		(1,728)			(222,246)		(985)		(375)	(1,728)
Proposed	3,431	3,431		0			3,315		83		33	0
IIP												
Existing	35,383	12,599		22,784						12,599		22,784
Change	(34,356)	(11,572)		(22,784)						(11,572)		(22,784)
Proposed	1,027	1,027		0						1,027		0
State Bond												
Existing	387,000		387,000					387,000				0
Change	(314,709)		(314,709)					(321,445)				6,736
Proposed	72,291		72,291					65,555				6,736
TCRP (Committed)												
Existing	125,000	125,000	0				119,000		6,000			
Change	(106,391)	(124,591)	18,200				(100,800)		(5,591)			
Proposed	18,609	409	18,200				18,200		409			
Demo												
Existing	832	832	0				832					
Change	0	(832)	832				0					
Proposed	832	0	832				832					
CMAQ												
Existing	77,439	19,739	57,700					77,439				
Change	(77,439)	(19,739)	(57,700)					(77,439)				
Proposed	0	0	0					0				
Local Funds												
Existing	328,336	76,754	251,582				161,680	111,104		0	0	55,552
Change	(319,182)	(75,253)	(243,929)				(154,027)	(111,104)		1,196	305	(55,552)
Proposed	9,154	1,501	7,653				7,653	0		1,196	305	0
Total												
Existing	1,240,524	519,730	696,282	24,512			507,073	575,543	19,930	42,391	15,523	80,064
Change	(1,131,004)	(509,186)	(597,306)	(24,512)			(477,073)	(509,988)	(18,546)	(38,016)	(14,053)	(73,328)
Proposed	109,520	10,544	98,976	0			30,000	65,555	1,384	4,375	1,470	6,736

Segment 2 (PPNO 2808): In La Mirada, Santa Fe Springs and Cerritos, from the County Line (Artesia Boulevard) to Coyote Creek. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct Valley View Avenue Interchange, Coyote Creek Bridge and adjacent frontage roads. (\$416,204,000)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor				
Los Angeles	7	2808	21592	CO	2003-04	Ora44.3	LA1.5	5				
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans					
	R/W	Caltrans				CON	Caltrans					
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission											
Project Title:	Valley View Avenue Interchange widening (Segment 2)											
Location	In La Mirada, from Artesia Boulevard to Coyote Creek Overcrossing											
Description:	Widen I-5 with HOV and mixed flow lanes											
(DOLLARS IN THOUSANDS)												
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component				
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp
GF RIP												
Existing	57,769	57,769							12,862	29,792	15,115	
Change	(41,543)	(41,543)							(8,519)	(23,579)	(9,445)	
Proposed	16,226	16,226							4,343	6,213	5,670	
RIP												
Existing	228,765	227,037		1,728			225,561		1,068		408	1,728
Change	(138,855)	(137,127)		(1,728)			(135,804)		(1,068)		(255)	(1,728)
Proposed	89,910	89,910		0			89,757		0		153	0
IIP												
Existing	35,383	12,599		22,784	0				12,599			22,784
Change	(17,940)	(7,884)		(22,784)	12,728				(7,884)			(10,056)
Proposed	17,443	4,715		0	12,728				4,715			12,728
State Bond (CIMA)												
Existing	387,000		387,000					387,000				
Change	(387,000)		(387,000)					(387,000)				
Proposed	0		0					0				
TCRP (Committed)												
Existing	125,000	125,000		0	0	0	0	119,000	6,000			
Change	(21,340)	(122,140)		21,468	19,833	19,833	39,666	(18,200)	(3,140)			
Proposed	103,660	2,860		21,468	19,833	19,833	39,666	100,800	2,860			
Demo												
Existing	832	832					832					
Change	(832)	(832)					(832)					
Proposed	0	0					0					
CMAQ												
Existing	77,439	19,739	57,700		0			77,439				
Change	0	(19,739)	(57,700)		77,439			0				
Proposed	77,439	0	0		77,439			77,439				
Local Funds												
Existing	328,336	76,754	251,582		0		161,680	111,104	0	0	55,552	
Change	(252,966)	(72,130)	(192,145)		11,309		(102,243)	(99,795)	3,340	1,284	(55,552)	
Proposed	75,370	4,624	59,437		11,309		59,437	11,309	3,340	1,284	0	
State Bond (SLPP)												
Existing	0				0			0				
Change	36,156				36,156			36,156				
Proposed	36,156				36,156			36,156				
Total												
Existing	1,240,524	519,730	696,282	24,512	0	0	507,073	575,543	19,930	42,391	15,523	80,064
Change	(824,320)	(401,395)	(636,845)	(3,044)	157,465	19,833	39,666	(257,079)	(450,639)	(12,727)	(28,123)	(8,416)
Proposed	416,204	118,335	59,437	21,468	157,465	19,833	39,666	249,994	124,904	7,203	14,268	7,107

Segment 3 (PPNO 4154): In Norwalk, from Shoemaker Avenue Bridge to Silverbow Avenue Overcrossing. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct the Silverbow Pedestrian Overcrossing, three bridges and adjacent frontage roads. (\$214,421,000)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles	7	4154	21593	CO	2003-04	2.4	4.2	5					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission												
Project Title:	Widen Shoemaker Ave Overcrossing, Rosecrans Undercrossing and Bloomfield Avenue Undercrossing (Segment 3)												
Location	In Norwalk from Shoemaker Avenue to Silverbow Avenue.												
Description:	Add HOV and mixed flow lane in each direction												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	57,769	57,769							12,862	29,792	15,115		
Change	(47,283)	(47,283)							(10,000)	(24,934)	(12,349)		
Proposed	10,486	10,486							2,862	4,858	2,766		
RIP													
Existing	228,765	227,037	0	1,728			225,561		1,068		408	1,728	
Change	(218,068)	(216,340)	0	(1,728)			(214,928)		(1,068)		(344)	(1,728)	
Proposed	10,697	10,697	0	0			10,633		0		64	0	
IIP													
Existing	35,383	12,599		22,784						12,599			22,784
Change	(32,294)	(9,510)		(22,784)						(9,510)			(22,784)
Proposed	3,089	3,089		0						3,089			0
State Bond													
Existing	387,000		387,000	0				387,000					0
Change	(240,003)		(387,000)	146,997				(255,264)					15,261
Proposed	146,997		0	146,997				131,736					15,261
TCRP (Committed)													
Existing	125,000	125,000					119,000		6,000				
Change	(124,219)	(124,219)					(119,000)		(5,219)				
Proposed	781	781					0		781				
Demo													
Existing	832	832					832						
Change	(832)	(832)					(832)						
Proposed	0	0					0						
CMAQ													
Existing	77,439	19,739	57,700					77,439					
Change	(77,439)	(19,739)	(57,700)					(77,439)					
Proposed	0	0	0					0					
Local Funds													
Existing	328,336	76,754	251,582				161,680	111,104		0	0	55,552	
Change	(285,965)	(74,077)	(211,888)				(122,726)	(111,104)		2,677	740	(55,552)	
Proposed	42,371	2,677	39,694				38,954	0		2,677	740	0	
Total													
Existing	1,240,524	519,730	696,282	24,512			507,073	575,543	19,930	42,391	15,523	80,064	
Change	(1,026,103)	(492,000)	(656,588)	122,485			(457,486)	(443,807)	(16,287)	(31,767)	(11,953)	(64,803)	
Proposed	214,421	27,730	39,694	146,997			49,587	131,736	3,643	10,624	3,570	15,261	

Segment 4 (PPNO 4155): In Norwalk, from Silverbow Avenue Overcrossing to Orr and Day Overhead. Construct one HOV lane and one mixed-flow lane in each direction; reconstruct three bridges and adjacent frontage roads. (\$302,159,000)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles	7	4155	21594	CO	2003-04	3.7	6.1	5					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission												
Project Title:	Widening at San Antonio Drive, Imperial Highway and Pioneer Boulevard (Segment 4)												
Location:	In Norwalk from Silverbow Avenue to Orr and Day Road Overhead												
Description:	Widen I-5 with HOV and mixed flow lanes												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	57,769	57,769								12,862	29,792	15,115	
Change	(42,924)	(42,924)								(9,064)	(22,355)	(11,505)	
Proposed	14,845	14,845								3,798	7,437	3,610	
RIP													
Existing	228,765	227,037		1,728				225,561		1,068		408	1,728
Change	(143,280)	(141,552)		(1,728)				(140,157)		(1,068)		(327)	(1,728)
Proposed	85,485	85,485		0				85,404		0		81	0
IIP													
Existing	35,383	12,599		22,784							12,599		22,784
Change	(32,885)	(10,101)		(22,784)							(10,101)		(22,784)
Proposed	2,498	2,498		0							2,498		0
State Bond													
Existing	387,000		387,000	0					387,000				0
Change	(219,288)		(387,000)	167,712					(235,981)				16,693
Proposed	167,712		0	167,712					151,019				16,693
TCRP (Committed)													
Existing	125,000	125,000						119,000		6,000			
Change	(124,005)	(124,005)						(119,000)		(5,005)			
Proposed	995	995						0		995			
Demo													
Existing	832	832						832					
Change	(832)	(832)						(832)					
Proposed	0	0						0					
CMAQ													
Existing	77,439	19,739	57,700						77,439				
Change	(77,439)	(19,739)	(57,700)						(77,439)				
Proposed	0	0	0						0				
Local Funds													
Existing	328,336	76,754	251,582					161,680	111,104		0	0	55,552
Change	(297,712)	(76,754)	(220,958)					(135,501)	(111,104)		3,480	965	(55,552)
Proposed	30,624	0	30,624					26,179	0		3,480	965	0
Total													
Existing	1,240,524	519,730	696,282	24,512				507,073	575,543	19,930	42,391	15,523	80,064
Change	(938,365)	(415,907)	(665,658)	143,200				(395,490)	(424,524)	(15,137)	(28,976)	(10,867)	(63,371)
Proposed	302,159	103,823	30,624	167,712				111,583	151,019	4,793	13,415	4,656	16,693

Segment 5 (PPNO 4156): In Norwalk, Santa Fe Springs and Downey, from Orr and Day Overhead to Route 605 Interchange. Construct one HOV lane and one mixed-flow lane in each direction; Construct pedestrian overcrossing at Buell Cecilia; reconstruct the Florence Avenue Bridge and widen the railroad overhead. (\$198,220,000)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles	7	4156	21595	CO	2003-04	Ora44.3	LA7.6	5					
Implementing Agency: (by component)	PA&ED	Caltrans					PS&E	Caltrans					
	R/W	Caltrans					CON	Caltrans					
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission												
Project Title:	Widening at Florence Avenue Interchange (Segment 5)												
Location:	Artesia Boulevard to 0.4 mi north of San Gabriel River Bridge												
Description:	Widen I-5 with HOV and mixed flow lanes												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year							Project Totals by Component				
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	57,769	57,769								12,862	29,792	15,115	
Change	(45,733)	(45,733)								(11,895)	(20,660)	(13,178)	
Proposed	12,036	12,036								967	9,132	1,937	
RIP													
Existing	228,765	227,037		1,728	0			225,561		1,068	0	408	1,728
Change	(189,523)	(189,523)		(1,728)	1,728			(189,109)		(1,068)	985	(331)	0
Proposed	39,242	37,514		0	1,728			36,452		0	985	77	1,728
IIP													
Existing	35,383	12,599		22,784	0						12,599		22,784
Change	(24,057)	(11,329)		(22,784)	10,056						(11,329)		(12,728)
Proposed	11,326	1,270		0	10,056						1,270		10,056
State Bond - CMIA													
Existing	387,000		387,000							387,000			
Change	(387,000)		(387,000)							(387,000)			
Proposed	0		0							0			
TCRP (Committed)													
Existing	125,000	125,000						119,000		6,000			
Change	(124,045)	(124,045)						(119,000)		(5,045)			
Proposed	955	955						0		955			
Demo													
Existing	832	832						832					
Change	(832)	(832)						(832)					
Proposed	0	0						0					
CMAQ													
Existing	77,439	19,739	57,700							77,439			
Change	(77,439)	(19,739)	(57,700)							(77,439)			
Proposed	0	0	0							0			
Local Funds													
Existing	328,336	76,754	251,582		0			161,680	111,104			0	55,552
Change	(220,175)	(76,754)	(251,054)		107,633			(161,680)	(5,818)			528	(53,205)
Proposed	108,161	0	528		107,633			0	105,286			528	2,347
State Bond - SLPP													
Existing	0				0					0			
Change	26,500				26,500					26,500			
Proposed	26,500				26,500					26,500			
Total													
Existing	1,240,524	519,730	696,282	24,512	0			507,073	575,543	19,930	42,391	15,523	80,064
Change	(1,042,304)	(467,955)	(695,754)	(24,512)	145,917			(470,621)	(443,757)	(18,008)	(31,004)	(12,981)	(65,933)
Proposed	198,220	51,775	528	0	145,917			36,452	131,786	1,922	11,387	2,542	14,131

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account Program, the State Transportation Improvement Program and the Traffic Congestion Relief Program for the Route 5 High Occupancy Vehicle, Orange County Line to Route 605 project (PPNO 2808) in Los Angeles County as described above.

Location Map

