

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.1c.(2) - **REVISED**
Information Item

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Subject: **PROJECT AMENDMENT**
RESOLUTION R99-PA-1112-017 001

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project in Merced County.

ISSUE:

The Department and the Merced County Association of Governments (MCAG) propose to amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) in Merced County to revise the project funding plan and schedule.

BACKGROUND:

The Arboleda Road Freeway project (PPNO 5414) will widen 5.9 miles of SR 99 from four lanes to six lanes from Buchanan Hollow Road to Miles Creek Overflow. It is programmed for construction in Fiscal Year (FY) 2009-10 with SR 99 Bond Program funding. Environmental, design and right of way acquisition are programmed with Interregional Improvement Program (IIP) and Traffic Congestion Relief Program (TCRP) funds.

Revise Project Funding Plan

The right of way support cost has increased from \$1,570,000 to \$2,570,000. This project experienced an unexpectedly high level of condemnation-related activity. Of 38 parcels, 27 required the initiation of condemnation activities. Negotiation and condemnation activities were protracted and consumed more support effort than was planned. The appraisal staff encountered several parcels with unexpectedly complicated appraisal questions requiring unique solutions. In addition, due to workload demand in the Department's Stockton office, some of the appraisal and acquisition work was done by Fresno staff, which resulted in unanticipated travel costs.

The right of way capital cost has decreased from \$24,900,000 to \$23,900,000. The baseline agreement was based on a worst case estimate for potential right of way requirements. The final design of the preferred alternative resulted in a reduction of right of way requirements and lower costs. Of the 46 parcels that were originally anticipated, only 38 were acquired.

Revise Project Schedule

The End Design milestone was delayed by 17 months due to negotiations with the Army Corps of Engineers (ACOE) regarding a permit required by Section 404 of the Clean Water Act. Several mitigation options and parcels were investigated before ACOE approved the permit.

The End Right of Way milestone was delayed by 22 months due to condemnation of several parcels. In particular, one group of three parcels was highly contested by the owner and required 14 signatures. These parcels impacted the first stage of the project, so a workaround was not feasible. The design was re-evaluated to minimize impacts, and the parcels were re-appraised. These parcels alone account for more than a year of the delay.

The Begin Construction and End Construction milestones are being delayed by 22 months as a direct result of the right of way delay described above.

The Begin Closeout milestone is being delayed by 15 months because it is directly related to the End Construction milestone. The baseline schedule incorrectly showed closeout starting eight months after the End Construction milestone. Closeout will actually begin one month after the End Construction milestone, which explains why the delay is 15 months instead of 22 months.

The End Closeout milestone is being delayed by 21 months, 15 months of which is a direct result of the Begin Closeout delay described above. The other six months of delay is caused by a mistake in the baseline schedule, which showed a duration of six months for closeout. Closeout requires a duration of 12 months.

Landscaping

It is the Department's policy to split off a separate landscaping project if the landscaping estimate exceeds \$100,000. The Department developed the plans, specifications, and estimate for the Arboleda Road Freeway project with the assumption that the landscaping would be split off into a separate project for construction in FY 2016-17. However, the only source of construction funding for this project is SR 99 Corridor Bond Program funding, and the Commission's SR 99 Corridor Bond Program guidelines indicate that the Commission will not program an SR 99 Corridor Bond project unless it can begin construction by December 31, 2012.

A concurrent construction allocation for the Arboleda Road Freeway project is proposed at this month's Commission meeting, so it is too late to include landscaping plans and specifications. Therefore, it is proposed to remove the landscaping from the Arboleda Road Freeway project. It is also proposed to keep all of the existing programmed funds on the project until the construction contract is awarded. The deleted landscaping will be added in a future amendment to the adjacent Freeway Upgrade and Plainsburg Road Interchange project (PPNO 5401), which is also an SR 99 Corridor Bond Program project and will begin construction eight months after the Arboleda Road Freeway project. The current construction estimate for the Freeway Upgrade and Plainsburg Interchange project indicates that there is sufficient funding to absorb the cost of the Arboleda Road Freeway landscaping.

Project Delivery Schedule

The proposed project milestone dates are shown below:

Milestone	Existing	Proposed
	5414	5414
Begin Environmental	7/1/99	No change
Draft Environmental Doc.	12/1/05	No change
Draft Project Report	5/1/03	No change
End Environmental	6/1/06	No change
Begin Design	4/1/07	No change
End Design	1/1/10	5/25/11
Begin Right of Way	9/1/07	No change
End Right of Way	1/1/10	10/27/11
Begin Construction	6/1/10	4/1/12
End Construction	6/1/13	4/1/15
Begin Closeout	2/1/14	5/1/15
End Closeout	8/1/14	5/1/16

The changes proposed above are reflected in the following table.

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Merced	10	5414	41570	CO	2009-10- 2011-12	4.6	10.5	99					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:		Merced County Association of Governments											
Project Title:		Arboleda Road Freeway											
Location		Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow.											
Description:		Convert to 6 lane freeway and construct interchange at Arboleda Road.											
(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
IIP													
Existing	31,487	31,487						24,900		4,917	700	970	
Change	0	0						(1,000)		0	0	1,000	
Proposed	31,487	31,487						23,900		4,917	700	1,970	
State Bond													
Existing	140,300	140,300							127,000		1,300		12,000
Change	0	(139,000)		139,000					0		0		0
Proposed	140,300	1,300		139,000					127,000		1,300		12,000
TCRP (Committed)													
Existing	5,000	5,000									4,400	600	
Change	0	0									0	0	
Proposed	5,000	5,000									4,400	600	
Total													
Existing	176,787	176,787		0				24,900	127,000	4,917	6,400	1,570	12,000
Change	0	(139,000)		139,000				(1,000)	0	0	0	1,000	0
Proposed	176,787	37,787		139,000				23,900	127,000	4,917	6,400	2,570	12,000

RESOLUTION R99-PA-1112-017 001

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) with the information described above.