

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: July 8-9, 2009

Reference No.: 2.1c.(1a)  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Ross Chittenden  
Manager  
Proposition 1B Program

Subject: **CMIA PROJECT BASELINE AMENDMENT**  
**RESOLUTION CMIA-PA-0910-002**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Corridor Mobility Improvement Account (CMIA) baseline agreement amendments (Resolution-CMIA-PA-0910-002) for three projects in Orange County.

## **ISSUE:**

The Department and the Orange County Transportation Authority (OCTA) propose to amend CMIA Program project baseline agreements for the following three projects:

- Route 57 – widen northbound from 0.4 mile north of Route 91 to 0.1 mile north of Lambert Road (PPNO 3788).
- Route 57 – widen northbound from 0.3 mile south of Katella Avenue to 0.3 mile north of Lincoln Avenue (PPNO 3829).
- Route 22/405/605 High Occupancy Vehicle (HOV) Connector with Intelligent Transportation System (ITS) Elements (PPNO 2868C).

## **BACKGROUND:**

At its meeting on June 11, 2009, the Commission approved the request from the OCTA to delete the Route 91 Eastbound Lane – Route 241 to Route 71 Interchange project (PPNO 4678) in Orange County from the CMIA program. OCTA replaced \$71,440,000 of CMIA funds with regional funds from the American Recovery and Reinvestment Act of 2009 (Recovery Act). Assembly Bill X3 20 (AB X3 20) authorizes the Commission to allocate bond funds displaced by Recovery Act funds to one or more qualifying projects in the appropriate program in the jurisdiction of that agency and in the same amount of the displaced bond funds. Therefore, OCTA would like to reprogram the \$71,440,000 CMIA funds to two Route 57 widening projects and a Route 22 HOV project.

**Route 57 – Route 91 to 0.1 mile north of Lambert Road (PPNO 3788)**

Add \$54,548,000 CMIA to the Route 57 – widen northbound from 0.4 mile north of Route 91 to 0.1 mile north of Lambert Road project (PPNO 3788), resulting in a total of \$124,548,000 CMIA programmed on this project. The additional CMIA funds will replace local Measure M funds programmed for construction. OCTA is also adding \$2,751,000 in local funds for right of way support and capital cost increases due to the addition of 22 parcels needed for temporary construction easements. The additional right of way need was based on the preferred alternative selected during the environmental process.

Route 57 – Route 91 to 0.1 mile north of Lambert Road (PPNO 3788)

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	70,000			70,000					70,000				0
Change	54,548			54,548					36,188				18,360
Proposed	<b>124,548</b>			<b>124,548</b>					<b>106,188</b>				<b>18,360</b>
<b>Local Funds - Measure M</b>													
Existing	70,000	15,452		54,548				1,350	36,188	1,662	12,240	200	18,360
Change	(51,797)	2,751		(54,548)				1,654	(36,188)	0	0	1,097	(18,360)
Proposed	<b>18,203</b>	<b>18,203</b>		<b>0</b>				<b>3,004</b>	<b>0</b>	1,662	12,240	<b>1,297</b>	<b>0</b>
<b>Total</b>													
Existing	140,000	15,452		124,548				1,350	106,188	1,662	12,240	200	18,360
Change	2,751	2,751		0				1,654	0	0	0	1,097	0
Proposed	<b>142,751</b>	<b>18,203</b>		<b>124,548</b>				<b>3,004</b>	<b>106,188</b>	1,662	12,240	<b>1,297</b>	<b>18,360</b>

OCTA also proposes to split the project into two construction projects to increase bidding competition. The first project will widen Route 57 from Route 91 to Yorba Linda Boulevard (Post Miles 16.4 to 18.8) (PPNO 3788). The second project will widen Route 57 from Yorba Linda Boulevard to Lambert Road (Post Miles 18.8 to 21.1) (PPNO 3788A).

Project 1. Route 57 – Route 91 to Yorba Linda Boulevard (PPNO 3788)

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	124,548			124,548					106,188				18,360
Change	(61,243)			(61,243)					(52,063)				(9,180)
Proposed	<b>63,305</b>			<b>63,305</b>					<b>54,125</b>				<b>9,180</b>
<b>Local Funds - Measure M</b>													
Existing	18,203	18,203						3,004		1,662	12,240	1,297	
Change	(9,300)	(9,300)						(1,591)		(831)	(6,120)	(758)	
Proposed	<b>8,903</b>	<b>8,903</b>						<b>1,413</b>		<b>831</b>	<b>6,120</b>	<b>539</b>	
<b>Total</b>													
Existing	142,751	18,203		124,548				3,004	106,188	1,662	12,240	1,297	18,360
Change	(70,543)	(9,300)		(61,243)				(1,591)	(52,063)	(831)	(6,120)	(758)	(9,180)
Proposed	<b>72,208</b>	<b>8,903</b>		<b>63,305</b>				<b>1,413</b>	<b>54,125</b>	<b>831</b>	<b>6,120</b>	<b>539</b>	<b>9,180</b>

RIP = Regional Improvement Program

R/W = Right of Way Capital

CON = Construction Capital

PA&ED = Project Approval & Environmental Document

IIP = Interregional Improvement Program

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CON Supp = Construction Support

**Project 2. Route 57 – Yorba Linda Boulevard to Lambert Road (PPNO 3788A)**

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	0			0									0
Change	61,243			61,243					52,063				9,180
Proposed	<b>61,243</b>			<b>61,243</b>					<b>52,063</b>				<b>9,180</b>
<b>Local Funds - Measure M</b>													
Existing	0	0						0		0	0	0	
Change	9,300	9,300						1,591		831	6,120	758	
Proposed	<b>9,300</b>	<b>9,300</b>						<b>1,591</b>		<b>831</b>	<b>6,120</b>	<b>758</b>	
<b>Total</b>													
Existing	0	0		0				0	0	0	0	0	0
Change	70,543	9,300		61,243				1,591	52,063	831	6,120	758	9,180
Proposed	<b>70,543</b>	<b>9,300</b>		<b>61,243</b>				<b>1,591</b>	<b>52,063</b>	<b>831</b>	<b>6,120</b>	<b>758</b>	<b>9,180</b>

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The project schedules are being revised to reflect changes in the begin design and begin right of way milestones (actual dates). As reported in the First Quarter Fiscal Year (FY) 2008-09 Bond Program Report in December 2008, design was delayed three months to bring a consultant on board for design work. There is no change to the construction schedule, the scope, or to the benefits anticipated from the project. The revised baseline schedule is as follows:

	<b>Project 1. Route 91 to Yorba Linda Boulevard (PPNO 3788)</b>		<b>Project 2. Yorba Linda Boulevard to Lambert Road (PPNO 3788A)</b>	
<b>Project Milestone</b>	<b>Baseline</b>	<b>Proposed</b>	<b>Baseline</b>	<b>Proposed</b>
Begin Design Phase	Dec 07	Mar 08 (A)	Dec 07	Mar 08 (A)
End Design Phase (RTL)	Nov 09	No Change	Nov 09	No Change
Begin Right of Way	Dec 07	Aug 08 (A)	Dec 07	Jul 08 (A)
End Right of Way	Nov 09	No Change	Nov 09	No Change
Begin Construction Phase	Jun 10	No Change	Jun 10	No Change
End Construction Phase	Jul 14	No Change	Jul 14	No Change
Begin Close-out Phase	Jul 14	No Change	Jul 14	No Change
End Close-out Phase	Jul 15	No Change	Jul 15	No Change

**Route 57 – Katella Avenue to 0.3 mile north of Lincoln Avenue (PPNO 3829)**

Add \$14,606,000 CMIA to the Route 57 – widen northbound from 0.3 mile south of Katella Avenue to 0.3 mile north of Lincoln Avenue project (PPNO 3829), resulting in a total of \$34,692,000 CMIA programmed on this project. The additional funds from CMIA will replace local Measure M funds programmed for construction.

Route 57 – Katella Avenue to 0.3 mile north of Lincoln Avenue (PPNO 3829)

<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>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	20,086				20,086				14,794				5,292
Change	14,606				14,606				14,606				0
Proposed	<b>34,692</b>				<b>34,692</b>				<b>29,400</b>				5,292
<b>Local Funds - Measure M</b>													
Existing	21,000	1,176	3,678	1,540	14,606			1,540	14,606	1,176	3,528	150	
Change	(14,606)	0	(150)	150	(14,606)			0	(14,606)	0	0	0	
Proposed	<b>6,394</b>	1,176	<b>3,528</b>	<b>1,690</b>	<b>0</b>			1,540	<b>0</b>	1,176	3,528	150	
<b>Total</b>													
Existing	41,086	1,176	3,678	1,540	34,692			1,540	29,400	1,176	3,528	150	5,292
Change	0	0	(150)	150	0			0	0	0	0	0	0
Proposed	<b>41,086</b>	1,176	<b>3,528</b>	<b>1,690</b>	<b>34,692</b>			1,540	<b>29,400</b>	1,176	3,528	150	5,292

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As reported in the First Quarter FY 2008-09 Bond Program Report in December 2008, there was a delay in selecting a consultant for the environmental work due to the delay of an approved budget. The revised baseline schedule is as follows:

Route 57 – Katella Avenue to just north of Lincoln Avenue (PPNO 3829)		
Project Milestone	Baseline	Proposed
Begin Environmental Phase	Jul 07	May 08 (A)
End Environmental Phase	Jul 09	Aug 09
Begin Design Phase	Jun 08	Aug 08 (A)
End Design Phase (RTL)	Nov 10	Apr 11
Begin Right of Way	Jul 09	Jan 09 (A)
End Right of Way	Nov 10	Mar 11
Begin Construction Phase	May 11	Aug 11
End Construction Phase	Jan 15	Mar 15
Begin Close-out Phase	Jan 15	Mar 15
End Close-out Phase	Jan 16	Mar 16

(A) = Actual

**Route 22/405/605 HOV Connector with ITS Elements (PPNO 2868C)**

Add \$2,286,000 CMIA to the Route 22/405/605 HOV Connector with ITS Elements project (PPNO 2868C), resulting in a total of \$202,286,000 CMIA programmed on this project. The additional funds from CMIA will replace \$2,286,000 in Congestion Mitigation and Air Quality (CMAQ) funds. This project also has an estimated construction capital cost increase of \$8,200,000 that will be funded by transferring CMAQ funds from right of way. The cost increase is the result of moving planned utility relocation work from the right of way phase to the construction phase of the project. The overall budget for the project does not change.

Route 22/405/605 HOV Connector with ITS Elements (PPNO 2868C)

(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
<b>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	200,000			200,000					200,000				
Change	2,286			2,286					2,286				
Proposed	<b>202,286</b>			<b>202,286</b>					<b>202,286</b>				
<b>Congestion Mitigation and Air Quality (CMAQ)</b>													
Existing	200,000	54,500		145,500				28,500	91,000		26,000		54,500
Change	(2,286)	(8,200)		5,914				(8,200)	5,914		0		0
Proposed	<b>197,714</b>	<b>46,300</b>		<b>151,414</b>				<b>20,300</b>	<b>96,914</b>		26,000		54,500
<b>Total</b>													
Existing	400,000	54,500		345,500				28,500	291,000		26,000		54,500
Change	0	(8,200)		8,200				(8,200)	8,200		0		0
Proposed	<b>400,000</b>	<b>46,300</b>		<b>353,700</b>				<b>20,300</b>	<b>299,200</b>		26,000		54,500

OCTA also proposes to split the project into two construction projects to increase bidding competition. The first project will construct direct HOV connectors from Interstate 405 (I-405) to Route 605 between Katella Avenue (Route 605 Post Mile 1.1) and Seal Beach Boulevard (I-405 Post Mile 22.6), with a second HOV lane in each direction between the two direct connectors (PPNO 2868C). The second project will construct HOV connectors from Route 22 to I-405 between Seal Beach Boulevard (I-405 Post Mile 22.6) and Valley View Street (Route 22 Post Mile 0.9), with a second HOV lane in each direction between the two direct connectors (PPNO 2868B).

Project 1. I-405 to Route 605 between Katella Avenue and Seal Beach Boulevard (PPNO 2868C)

(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
<b>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	202,286			202,286					202,286				
Change	(80,000)			(80,000)					(80,000)				
Proposed	<b>122,286</b>			<b>122,286</b>					<b>122,286</b>				
<b>Congestion Mitigation and Air Quality (CMAQ)</b>													
Existing	197,714	46,300		151,414				20,300	96,914		26,000		54,500
Change	(92,300)	(25,800)		(66,500)				(14,000)	(42,500)		(11,800)		(24,000)
Proposed	<b>105,414</b>	<b>20,500</b>		<b>84,914</b>				<b>6,300</b>	<b>54,414</b>		<b>14,200</b>		<b>30,500</b>
<b>Total</b>													
Existing	400,000	46,300		353,700				20,300	299,200		26,000		54,500
Change	(172,300)	(25,800)		(146,500)				(14,000)	(122,500)		(11,800)		(24,000)
Proposed	<b>227,700</b>	<b>20,500</b>		<b>207,200</b>				<b>6,300</b>	<b>176,700</b>		<b>14,200</b>		<b>30,500</b>

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Project 2. Route 22 to I-405 between Seal Beach Boulevard and Valley View Street (PPNO 2868B)

<b>(DOLLARS IN THOUSANDS)</b>													
<b>FUND</b>	<b>TOTAL</b>	<b>Project Totals by Fiscal Year</b>						<b>Project Totals by Component</b>					
		<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>R/W</b>	<b>CON</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W Supp</b>	<b>CON Supp</b>
<b>State Bond - Corridor Mobility Improvement Account (CMIA)</b>													
Existing	0			0									
Change	80,000			80,000					80,000				
Proposed	<b>80,000</b>			<b>80,000</b>					<b>80,000</b>				
<b>Congestion Mitigation and Air Quality (CMAQ)</b>													
Existing	0	0	0	0				0	0		0		0
Change	92,300	11,800	14,000	66,500				14,000	42,500		11,800		24,000
Proposed	<b>92,300</b>	<b>11,800</b>	<b>14,000</b>	<b>66,500</b>				<b>14,000</b>	<b>42,500</b>		<b>11,800</b>		<b>24,000</b>
<b>Total</b>													
Existing	0	0	0	0				0	0		0		0
Change	172,300	11,800	14,000	146,500				14,000	122,500		11,800		24,000
Proposed	<b>172,300</b>	<b>11,800</b>	<b>14,000</b>	<b>146,500</b>				<b>14,000</b>	<b>122,500</b>		<b>11,800</b>		<b>24,000</b>

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The project schedules reflect a minor slip in the end dates for design and right of way, which have been approved by the project team and documented in the previous action plan signed by the district, project sponsor, and implementing agency managers. In addition, the begin and end construction dates have been adjusted to facilitate construction staging and coordination between the two construction projects. The overall schedule will experience a five month delay. There is no change to the scope or to the benefits anticipated from the project. The revised baseline schedule is as follows:

	Project 1. I-405 to Route 605 between Katella Avenue and Seal Beach Boulevard (PPNO 2868C)		Project 2. Route 22 to I-405 between Seal Beach Boulevard and Valley View Street (PPNO 2868B)	
Project Milestone	Baseline	Proposed	Baseline	Proposed
Begin Design Phase	May 07	Oct 07 (A)	May 07	Oct 07 (A)
End Design Phase (RTL)	Jul 09	Jan 10	Jul 09	Oct 09
Begin Right of Way	May 07	Oct 07 (A)	May 07	Oct 07 (A)
End Right of Way	Jul 09	Jan 10	Jul 09	Oct 09
Begin Construction Phase	Mar 10	No Change	Mar 10	Feb 10
End Construction Phase	Sep 13	Feb 14	Sep 13	Feb 14
Begin Close-out Phase	Sep 13	Feb 14	Sep 13	Feb 14
End Close-out Phase	Sep 14	Feb 15	Sep 14	Feb 15

(A) = Actual

**RESOLUTION CMIA-PA-0910-002:**

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account (CMIA) baseline agreements for the Route 57 – widen northbound from 0.4 mile north of Route 91 to 0.1 mile north of Lambert Road project (PPNO 3788), the Route 57 – widen northbound from 0.3 mile south of Katella Avenue to 0.3 mile north of Lincoln Avenue project (PPNO 3829), and the Route 22/405/605 High Occupancy Vehicle (HOV) Connector with Intelligent Transportation System (ITS) Elements project (PPNO 2868C), in Orange County to reflect the changes proposed above.