

**NORTH COUNTY CORRIDOR
TRANSPORTATION EXPRESSWAY AUTHORITY**

ITEM: 3c

SUBJECT:

Financial Update

STAFF RECOMMENDATIONS:

Discussion Only

FISCAL IMPACT:

To be determined

DISCUSSION:

Jacob's staff provides the following discussion:

Jacob's staff will make available an updated financial statement as a handout at the meeting. The statement will detail contract and invoiced amounts to date.

With the close of the selection process for the final set of alternatives to be studied in detail in the environmental document, the team is evaluating the changes that occurred to the originally assumed scope, and is in the process of evaluating the impacts of those changes to the budget and/or schedule. The Risk Plan submitted with the proposal in amendment #2 identified these potential impacts to scope and/or schedule and was incorporated in the contract.

The following issues have been identified and are shown below with more detail in the attached table with the mitigation efforts to avoid. Some of these activities have already occurred and others are anticipated.

- Through the scoping process, the public identified 18 alternatives and those alternatives were put through the initial round of screening. Preliminary alternatives screening was anticipated in the Jacobs scope, to be completed in December 2010 with the PDT determining up to three build alternatives to move forward into the draft environmental document. The original scope for Preliminary Engineering work was based on the assumption that the three Alternative alignments developed with local input during the Route Adoption study would be the Alternatives used for further study. This was a total of 56.7 centerline miles of roadway, or about 19 miles per Alternative. The new scope is now based on six Alternatives (1A, 1B, 1C, 2A, 2B, and 2C) proposed for study. A total of 57.5 centerline miles of roadway. Approximately the same centerline miles as in original scope, but of the 57.5 miles, 21 miles are on new alignments not previously developed during the Route Adoption study. In addition, approximately 14 miles of the 21 new miles are proposed on existing Kiernan (SR219) and Claribel roads, which will require increased effort for design of frontage roads to resolve access issues for existing developments along these roads.

- In order not to miss the season for the spring surveys for biological species, the PDT directed Jacobs to proceed at risk and issue permit to enter (PTE) letters for a broader area of the project rather than on the specific alignments in the scope. This has resulted in an unprecedented number of PTE letters being sent out and in multiple mailings. At this time, Caltrans Environmental staff has directed the Jacobs team to walk the property and contact those people who have yet to respond to the original PTE letter and the subsequent certified mailing. Caltrans Environmental staff has confirmed that technical studies that identify limitations due to denials of PTE will not be accepted. As such, the project team is contacting non-responsive owners via a door-to-door approach and phone calls.
- There were several alternatives that were requested by the local agencies to study, as a result of our meetings with Cities of Oakdale and Riverbank, ConAgra, and City of Modesto. These alignment changes resulted in reworking the identification of the PTE parcels to determine the owners to be notified. Since the alternative alignments were adjusted many different times, this resulted in Jacobs' staff reworking the alignments.
- The current scope for traffic analysis is to evaluate a No Project and three Project Alternatives. Based on the most recent alternatives identified, there are 12 "traffic corridors" that could need to be evaluated. Some of the traffic corridors would yield similar traffic results because of their proximity to each other and a sensitivity analysis can then be used to potentially condense several of the traffic corridors into a single traffic alternative. In addition, the intersection Level of Service calculations will be increased due to the number of intersections on the new alternative alignments.
- Some of the new alternatives fall outside the aerial and topographic mapping limits that were originally flown and had been processed. Therefore, there will be additional cost associated with the collection of this mapping on new alignments that is essential for engineering and environmental analysis.

At the present time the preliminary estimate for this added work is approximately \$375,000. The team will work to find solutions to mitigate the aforementioned issues to the extent possible and minimize the extension to time and budget. This report will be presented at the next JPA Board Meeting.

WBS Code	Brief Description	Brief Contract Scope	Changes to the Scope	Risk Matrix Item #	What Mitigation Efforts Attempted
160.10.15 165.05.15	Geometric Plans For Project Alternatives (assume 3 alignment alternatives) Environmental Scoping Of Alternatives Identified For Studies In PID	Develop Preliminary Geometric Plans for project alternatives for use in establishing Environmental Study Limit (ESL) Based on outcome of the public and agency Scoping process and consultation with the PDT, the team will document the alternatives screening process including JPA and CALTRANS' concurrence on the alternatives to be assessed in the DED. For estimating purposes, it is assumed as many as 12 alternative alignments initially will be considered in screening in association with modal alternatives.	Through the scoping process, the public identified 18 alternatives and those alternatives were put through the initial round of screening. Preliminary alternatives screening was anticipated in the Jacobs scope, to be completed in December 2010 with the PDT determining up to three build alternatives to move forward into the draft environmental document. There were several alternatives that were requested by the local agencies to study, as a result of our meetings with City of Oakdale, ConAgra, and City of Modesto. These alignment changes resulted in reworking the identification of the PTE parcels to determine the owners to be notified. Since the alternative alignments were adjusted many different times, this resulted in Jacobs' staff reworking the alignments.	10	Avoid preparing APE until PD is complete. If changes in the PD require additional versions of the APE, notify client of costs.
165.00	Property Access Rights For Environmental/Engr. Studies (PTE letters)	Prepare Permit to Enter (PTE) letters for mailing out to property owners within the area of proposed alternatives. Assumes one round of Caltrans and JPA review of PTE letters	In order not to miss the season for the spring surveys for biological species, the PDT directed Jacobs to proceed at risk and issue permit to enter (PTE) letters for a broader area of the project rather than on the specific alignments in the scope. This has resulted in an unprecedented number of PTE letters being sent out and in multiple mailings. Caltrans Environmental staff has confirmed that technical studies that identify limitations due to denials of PTE will not be accepted. As such, the project team is contacting non-responsive owners via a door-to-door approach and phone calls.	5, 7	Obtain early on in advance of survey season; immediately following scoping. Select a wide area containing all likely alternatives for PTE's. Refine list of properties as the alternatives are screened by PDT. Close coordination with TAC members during alternative alignment development.

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WBS Code	Brief Description	Brief Contract Scope	Changes to the Scope	Risk Matrix Item #	What Mitigation Efforts Attempted
			Lead agency or the project proponent would be responsible for obtaining access to meet the proposed schedule.		
160.10.10 160.10.35	<ul style="list-style-type: none"> ▪ Traffic Forecasting ▪ Traffic Operational Analysis 	<p>Opening year and design year traffic forecasts (intersection and roadway) will be developed for up to four alternatives including No Build conditions.</p> <p>The number of lanes on the corridor to provide acceptable service levels will be determined. Furthermore, the regional implications of the corridor will also be evaluated by examining additional measures of effectiveness (MOEs) such as vehicle miles of travel (VMT), vehicle hours of travel (VHT), and vehicle hours of delay (VHD) with and without the Project.</p>	Based on the most recent alternatives identified, there are up to 12 “traffic corridors” that could need to be evaluated.	22,23,24, 28 & 29	Have traffic work scope approved by Caltrans and number of alternatives properly identified at project initiation
160.20.05	Aerial Mapping and Photogrammetry	Provide additional mapping if needed to supplement the mapping completed during the Route Adoption phase.	Some of the new alternatives fall outside the aerial and topographic mapping limits that were originally flown and had been processed. Therefore, there will be additional cost associated with the collection of this mapping on new alignments that is essential for engineering and environmental analysis.	20	Avoid preparing mapping until PD is complete. If changes in the PD require additional mapping, notify client of costs.

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