

**PROGRAM CHANGE REQUEST**

DISTRICT/EA: 10-41910 PPNO 5707 PGM Doc. STIP PGM Del FY 2014 PROG CODE 075.600

**PROJECT (SCOPE) DESCRIPTION:** MER-152-16.0/24.8 Los Banos Bypass

DOES THIS PROJECT INVOLVE PROPOSITION 1B FUND(S)? NO  YES , TYPE(S) (CMIA, Route 99, STIP, SHOPP, Etc.) \_\_\_\_\_

**SCOPE, COST & SCHEDULE CHANGES**

TYPE OF REQUEST:  PGM COST  PGM YEAR  SCOPE  SPLIT / COMBINE  OTHER: \_\_\_\_\_

COMPONENT	EXISTING (PROGRAMMED)		PROPOSED*		CHANGE		
	Value	Fiscal Year	Value	Fiscal Year	Value	Value %	Yrs
PA&ED Support	\$5,400	Prior	\$5,300	Prior	-\$100	-2%	Prior
PS&E Support	\$9,000	Prior	\$5,048	Prior	-\$3,962	-44%	Prior
R/W Support	\$0		\$538	2009	+\$538	+100%	2009
Con Support	\$0		\$1		+\$1	+100%	2009
R/W Capital	\$0		\$3,513	2009	+\$3,513	+100%	2009
Con Capital	\$0		\$0		\$0		
<b>Total</b>	<b>\$14,400</b>		<b>\$14,400</b>		<b>\$0</b>	<b>0%</b>	

\*(For further details, please refer to the attached Data Worksheet)

Cty - Rte - PM - Description

New Project Description: \_\_\_\_\_  
(Only If Revised)

**PAED** 100 % Complete      **PS&E** 30 % Complete      **"010" Safety Project ?** Yes  No

**1.) WHAT IS THE PROPOSED CHANGE?**

It is proposed to amend the STIP for the above project in order to fund PS&E, R/W engineering, Right of Way Support and R/W Capital for environmental Mitigation and utility relocation for Segment I and cover all existing expenditures:

- (a) Existing programmed funds of \$6,300 in PS&E and \$63 in PA&ED from existing EA: 10-41910\_ would be transferred to fund \$2,348 in PS&E, \$515 in R/W Support and \$3,500 in R/W Capital for environmental mitigation and utility relocation under a new Segment I EA: 10-41911\_. This transfer would allow to fully fund these components for Segment I as remaining R/W acquisition component for Segment I is funded from \$9.6 million by the City of Los Banos through their waste water treatment expansion project along with \$2.3 million from Regional Transportation Impact Fees (RTIF) from Merced County Association of Governments (MCAG).
- (b) Existing programmed funds of \$37 in PA&ED from existing EA: 10-41910\_ would be transferred to pay for already incurred expenditures of \$23 in R/W Support, \$1 in Construction Support and \$13 in R/W Capital under the same EA.

District 10 Management, City of Los Banos and Merced County Association of Governments (MCAG) jointly agreed to split the construction in following three segments in order to develop a realistic long-term funding plan:

Segment I: Construct a portion of the bypass between existing Rte 165 and tie-in with (10-41911\_) existing 152 with signalized intersections.

Segment II: Construct remaining portion of the bypass from existing 152 near Volta Rd to (10-41911\_) Rte 165. The construction of Segment II will complete the bypass to a four lane expressway with three signalized intersections and will move all highway traffic off of the existing highway 152. According to the traffic operations analysis, this expressway will operate satisfactory until 2025 when the interchanges would be required.

Segment III: Construct the three interchanges. Segment III would eliminate all three at-grade intersections (10-41913\_) and convert the expressway to a freeway.

District 10 management, City of Los Banos and MCAG have agreed that Caltrans will be responsible for R/W engineering, environmental mitigation, utility relocation and railroad agreement for the entire Los Banos Bypass Project and acquisition of two parcels through land swap from Merced College. The City of Los Banos will be responsible for acquiring remaining 59 parcels, at an anticipated cost of \$44 million, using their city or regional funds.

**2.) COMPLETE THE FOLLOWING REGARDING THE LAST TWO COST ESTIMATES. (\$'s in 1,000's.)**

1. ESTIMATE DATE: 06/07, Con Capital \$423,909, RW Capital \$31,748
2. ESTIMATE DATE: 01/08, Con Capital \$363,389, RW Capital \$41,433

**3.) WHAT IS THE REASON FOR THE CHANGE?**

R/W Capital and Construction Capital cannot be fully funded as one entire project using STIP funds in next several STIP cycles. It becomes necessary to split the project to create fundable and constructible segments in the short term by transferring portion of existing programmed funds for PA&ED and PS&E under EA: 10-41910\_ to fully fund the PS&E, R/W engineering, utility relocation and environmental mitigation for Segment I under the EA: 10-41911\_.

**4.) WHEN WAS THE CHANGE DISCOVERED?**

In July 2008

**5.) WHAT HAS BEEN DONE TO MINIMIZE ANY CHANGE?**

In order to minimize delay and deliver this project with the available funding opportunities, it was agreed upon between the City of Los Banos, Merced County Association of Governments, and District 10 to deliver this project in 3 segments. Furthermore, The City of Los Banos will be responsible for Right of Way acquisition of 59 out of 61 parcels needed for this project.

**6.) WHAT CAN BE CONSTRUCTED FOR THE PROGRAMMED FUNDS?**

Construction funds are yet to be programmed in future STIP cycles. It is proposed to build this project in three segments. PS&E design, R/W Engineering, Environmental mitigation and utility relocation for the Segment I are going to be fully funded from existing available funds.

**7.) IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT?**

It is proposed to build full scope by programming the following segments over several STIP cycles.

PA&ED for the entire project was completed on 6/28/07.

R/W will be pursued in joint efforts of Caltrans and City of Los Banos for the entire project. Caltrans is responsible for R/W engineering, environmental mitigation, utility relocation, railroad agreement and acquisition of two parcels through land swap from Merced College. The City of Los Banos is responsible for acquisition of remaining 59 parcels, at an anticipated cost of \$44 million, using their city or regional funds.

Segment I EA: 10-41911\_ will be created at the approval of this PCR for Segment I. Existing programmed funds of \$6,300 in PS&E and \$63 in PA&ED from existing EA: 10-41910\_ would be transferred to fund \$2,348 in PS&E, \$515 in R/W Support and \$3,500 in R/W Capital for environmental mitigation and utility relocation under a new Segment I EA: 10-41911\_. Construction funds for Segment I would be requested under this EA in 2010 STIP cycle.

Segment II EA: 10-41912\_ would be created for Segment II when PA&ED, PS&E, R/W support and R/W capital for remaining utility relocation and railroad agreement would be requested in 2012 STIP cycle. Construction funds for Segment II would be requested under this EA in 2014 STIP cycle.

Segment III EA: 10-41913\_ would be created for Segment III when PS&E funds would be requested in 2016 STIP cycle. Construction funds for Segment III would be requested under this EA in 2018 STIP cycle.

**8.) IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? IF YES, STATUS?**

Yes. PDT is working on developing a Supplemental Project Report and re-evaluation of the Environmental Document.

**9.) WAS A VALUE ANALYSIS STUDY CONDUCTED? EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED?**

Value Analysis was completed in January 2006. It was agreed to adopt two recommendations:

- (a) Eliminate Nantes Road Overcrossing and cul-de-sac Nantes Road
- (b) Reduce the median width to 14 meters in lieu of 18.6 meters.

**10.) COST - WHERE WILL THE REQUIRED FUNDS COME FROM?**

N/A

**11.) PRIOR PCR'S – LIST OTHER PCR'S PREVIOUSLY APPROVED.**

The First PCR to change the schedule, secure additional funds and make adjustments to alignments for all 3 alternatives was approved in June 2004.

**12.) (A) (STIP-RIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSIONS STAFF? EXPLAIN THEIR REACTION.**

An email was sent to Marjorie Kirn, Assistant Executive Director of MCAG on 7/28/08 to get her approval. Regional Transportation Plan is expected to be amended in next 6-9 months to reflect that the construction of Los Banos Bypass will be carried out in three segments and associated funding with these three segments. An approval letter in support of this Program Change Request was received from MCAG on 8/21/08 (Please refer to the attachment).

**(B) (STIP-IIP) WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER? EXPLAIN THEIR REACTION. \_\_\_\_\_**

An email was sent to Kurt Scherzinger, STIP Program Manager on 07/28/08 to get his approval. Long-term funding plan was also shared with him. He responded back with some recommendations and additional questions on 07/29/08. A response was sent to him on 07/30/08. A one-hour telephone discussion was held on 8/1/08 and the PCR is updated to reflect several decisions, made during this discussion.

**(C) (SHOPP) WHEN DID THE DISTRICT DISCUSS THIS WITH THE HEADQUARTERS PROGRAM MANAGER? EXPLAIN THEIR REACTION. \_\_\_\_\_**

Not applicable

**12.) LESSONS LEARNED, NEW STRATEGIES**

This can serve as a good example for other Project Managers throughout the State for developing funding strategies for mega projects through joint efforts between Caltrans, MCAG and City of Los Banos.

**14.) District Project Manager Signature**

\_\_\_\_\_  
District Project Manager

09/30/08  
Date

(209)948-7972  
Phone Number

\_\_\_\_\_  
Deputy District Director  
Program/Project Management

\_\_\_\_\_  
Date