



NOTICE OF MEETING

STATE PUBLIC WORKS BOARD

Friday, April 11, 2014, at 10:00 a.m. in Room 112,
State Capitol, Sacramento, California

AGENDA

- I. Roll Call
- II. Approval of minutes from the March 14, 2014 meeting
- III. Consent Items Page 2
- IV. Action Item Page 20
- V. Other Business Page 37
- VI. Reportables Page 41

Pursuant to section 11125 of the Government Code, notice of all Board meetings will be given at least ten days in advance and such notice must include a copy of the agenda. Members of the Public may address the Board prior to it taking action on any matter in the agenda.

This notice and the Board agenda for the current month are available on the Internet at: <http://www.spwb.ca.gov>.

Individuals who need disability-related accommodation, including auxiliary aids for effective participation at this public meeting are invited to make their requests and preferences known to Aurelia Bethea at (916) 445-9694 or e-mail to aurelia.bethea@dof.ca.gov five days prior to the meeting.

CONSENT ITEMS

CONSENT ITEM—1

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
DEUEL VOCATIONAL INSTITUTION
HEALTH CARE FACILITY IMPROVEMENT PROJECT
SAN JOAQUIN COUNTY

Authority: Sections 15819.40(b) and (c) and 15819.401-15819.404 of the Government Code

Consider:

- a) approving preliminary plans
- b) recognizing revised project costs

CONSENT ITEMS

STAFF ANALYSIS ITEM—1

Department of Corrections and Rehabilitation
Deuel Vocational Institution
Health Care Facility Improvement Project
San Joaquin County

Action Requested

If approved, the requested action would approve preliminary plans and recognize revised project costs.

Scope Description

This project is within scope. The health care facility improvement project at Deuel Vocational Institution (DVI) will support DVI's operation as a Reception Center (RC) institution as part of the California Department of Corrections and Rehabilitation (CDCR) Health Care Facility Improvement Program strategy to address statewide prison health care physical plant deficiencies. The purpose of the health care facility improvements at DVI is to remedy deficiencies in primary care, specialty care, laboratory, pharmacy, Administrative Segregation Unit (ASU) clinic, Minimum Support Facility (MSF) clinic, and RC health care intake and screening.

DVI is one of four institutions designated as a RC institution. RC institutions receive incoming inmates from the counties, requiring the institution to provide both Basic and Intermediate levels of care to their inmate-patient population until they are classified and transferred to the appropriate institution for endorsement. DVI's mission is currently comprised of adult male RC and General Population (GP) custody levels I and II inmate populations.

This project includes the design and construction of a primary care clinic renovation and pharmacy addition, ASU primary care clinic renovation, a specialty clinic and Triage and Treatment Area (TTA) renovation, a RC health care processing addition, a new Minimum Support Facility primary care clinic, and utility improvements.

The primary care clinic renovation and pharmacy addition will provide primary care services for the GP inmate-patients and will provide the pharmaceutical space needed at DVI. The ASU primary care clinic renovation will provide separate clinical treatment space to provide primary care treatment and consultation consistent with delivery of Intermediate and Basic levels of care for the secure lock-up ASU population. The specialty clinic and TTA renovation will provide appropriate clinical space to accommodate emergency services and special clinical services, primary care services, and laboratory space. The RC health care processing addition will provide an appropriate clinic that can accommodate comprehensive health screening (medical, mental, dental) of inmates newly received into the CDCR system. The new MSF primary care clinic will provide a localized clinic for inmate-patients housed at the MSF that can provide primary health care treatment and consultation consistent with the delivery of Basic level of care. The utility improvements will support the renovations and construction of the new buildings.

Funding and Cost Verification

This project is within cost. On April 15, 2013, the Board took an action allocating \$20,898,000 of the \$900,419,000 lease revenue bond authority appropriated for medical, dental, and mental health facilities in section 15819.403 (a) of the Government Code to complete design and construction of this project. A revised project estimate was prepared in association with the completion of preliminary plans. Based on this new estimate, the current total estimated project cost is \$20,369,000, a decrease of \$529,000. This action will recognize these revised project costs, as detailed below.

\$20,898,000	total authorized project costs
\$20,369,000	total estimated project costs
\$20,898,000	project cost allocated: \$1,296,000 preliminary plans, \$1,173,000 working drawings, and \$18,429,000 construction (\$13,353,000 contract, \$801,000 contingency, \$962,000 A&E, \$1,362,000 other project costs, and \$1,951,000 agency retained items)
\$ 529,000	project cost decrease: \$300,000 preliminary plans, \$63,000 working drawings, and \$166,000 construction (\$151,000 contract, \$9,000 contingency, \$24,000 other project costs, and an increase of \$18,000 agency retained items)

CEQA

A Notice of Exemption was filed with the State Clearinghouse on July 19, 2013, and the statute of limitations expired on August 23, 2013, without challenge.

Real Estate Due Diligence

A Summary of Conditions Letter was completed in July 2013, and no issues that would adversely affect the quiet use and enjoyment of the project were identified.

Project Schedule

Approve preliminary plans	April 2014
Complete working drawings	October 2014
Start construction	February 2015
Complete construction	August 2016

Staff Recommendation: **Approve preliminary plans and recognize revised project costs.**

CONSENT ITEMS

CONSENT ITEM—2

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
NORTH KERN STATE PRISON
HEALTH CARE FACILITY IMPROVEMENT PROJECT
KERN COUNTY

Authority: Sections 15819.40(b) and (c) and 15819.401-15819.404 of the Government Code

Consider:

- a) approving preliminary plans
- b) approving the use of Inmate/Ward Labor
- c) recognizing revised project costs

CONSENT ITEMS

STAFF ANALYSIS ITEM—2

Department of Corrections and Rehabilitation
North Kern State Prison
Health Care Facility Improvement Project
Kern County

Action Requested

If approved, the requested action would approve preliminary plans and the use of Inmate/Ward Labor (IWL), and recognize revised project costs.

Scope Description

The health care facility improvement project at the North Kern State Prison (NKSP) will support NKSP's operation as a Reception Center (RC) institution as part of the California Department of Corrections and Rehabilitation (CDCR) Health Care Facility Improvement Program strategy to address statewide prison health care system deficiencies. The purpose of the health care facility improvements at NKSP is to remedy deficiencies in primary care, specialty care, medication distribution, laboratory, pharmacy, RC health care intake screening, and health care administration.

NKSP is one of four institutions designated as a RC institution. RC institutions receive incoming inmates from counties, requiring the institution to provide both Basic and Intermediate levels of care to their inmate-patient population until they are classified and transferred to the appropriate institution for endorsement. NKSP's mission is currently comprised of adult male RC and General Population custody levels I and III inmate populations.

The project includes the design and construction of a primary care clinic addition and renovation; three new primary care clinics; four new medication distribution rooms; a central health services building renovation and addition; a RC health care processing renovation; and a new correctional case management building.

The primary care clinic renovation and expansion will provide health care treatment and consultations at a Basic level of care. The new primary care clinics will provide for centralized primary health care at an RC level of care. The new medication distribution rooms will provide appropriate pill distribution and security. The new central health services building will provide specialty medical assessment, evaluation and treatment, as well as laboratory and pharmacy services. The RC health care processing renovation will provide comprehensive health screening of newly received inmates. The new correctional case management building will provide space for displaced staff.

Additionally, CDCR is requesting to use IWL resources for all construction activities on this project. A final decision regarding the construction delivery method will be made at the completion of working drawings.

Funding and Cost Verification

This project is within cost. On April 15, 2013, the Board took an action allocating \$38,713,000 of the \$900,419,000 lease revenue bond financing authority appropriated in section 15819.403(a) of the Government Code to complete design and construction for this project. A revised project estimate was prepared in association with the completion of preliminary plans. Based on this new estimate, the current total estimated project cost is \$37,631,000, a decrease of \$1,082,000. This action will recognize these revised project costs, as detailed below.

\$38,713,000	total authorized project costs
\$37,631,000	total estimated project costs
\$38,713,000	project costs previously allocated: \$2,282,000 preliminary plans, \$2,185,000 working drawings, and \$34,246,000 construction (\$24,704,000 contract, \$1,482,000 contingency, \$1,779,000 A&E, \$2,507,000 other project costs, and \$3,774,000 agency retained items)
\$ 1,082,000	project cost decrease: \$701,000 preliminary plans, \$370,000 working drawings, and \$11,000 construction (\$17,000 contract, \$1,000 contingency, \$105,000 other project costs, and an increase of \$112,000 agency retained items)

CEQA

A Notice of Determination was filed with the State Clearinghouse on January 22, 2014, and the statute of limitations expired on February 21, 2014, without challenge.

Real Estate Due Diligence

A Summary of Conditions Letter for this project was completed on March 25, 2014, and no issues that would adversely affect the quiet use and enjoyment of the project were identified.

Project Schedule

Approve preliminary plans	April 2014
Complete working drawings	October 2014
Start construction	February 2015
Complete construction	October 2016

Staff Recommendation: **Approve preliminary plans and the use of Inmate/Ward Labor, and recognize revised project costs.**

CONSENT ITEMS

CONSENT ITEM—3

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
WASCO STATE PRISON
HEALTH CARE FACILITY IMPROVEMENT PROJECT
KERN COUNTY

Authority: Sections 15819.40(b) and (c) and 15819.401-15819.404 of the Government Code

Consider:

- a) approving preliminary plans
- b) recognizing revised project costs

CONSENT ITEMS

STAFF ANALYSIS ITEM—3

Department of Corrections and Rehabilitation
Wasco State Prison
Health Care Facility Improvement Project
Kern County

Action Requested

If approved, the requested action would approve preliminary plans and recognize revised project costs

Scope Description

The project is within scope. The health care facility improvement project at the Wasco State Prison (WSP) will support WSP's operation as a Reception Center (RC) institution as part of the California Department of Corrections and Rehabilitation Health Care Facility Improvement Program strategy to address statewide prison health care system deficiencies. The purpose of the health care facility improvements at WSP is to remedy deficiencies in primary care, specialty care, medication distribution, laboratory, pharmacy, and RC health care intake screening, and health care administration.

WSP is one of four institutions designated as a RC institution. RC institutions receive incoming inmates from the counties, requiring the institution to provide both Basic and Intermediate level of care to their inmate-patient population until they are classified and transferred to the appropriate institution for endorsement. WSP's mission is currently comprised of adult male RC and General Population custody levels I and III inmate populations.

The project includes the design and construction of two primary care clinic additions and renovations; two new primary care clinics; four new medication distribution rooms; a central health services building renovation and addition; an RC health care processing area renovation; and a new correctional case management and health care administration building.

The primary care clinic renovations and expansions will provide health care treatment and consultations at a Basic level of care. The new primary care clinics will provide for centralized primary health care at an RC level of care. The new medication distribution rooms will provide appropriate pill distribution and security. The new central health services building will provide specialty medical assessment, evaluation and treatment, as well as pharmacy services. The RC health care processing renovation will provide comprehensive health screening of newly received inmates. The new correctional case management and health care administration building will provide space for staff displaced from the central health services and existing case management buildings.

Funding and Project Cost Verification

This project is within cost. On April 15, 2013, the Board took an action allocating \$39,729,000 of the \$900,419,000 lease revenue bond authority appropriated in section 15819.403(a) of the Government Code to complete design and construction for this project. A revised project estimate was prepared in association with the completion of preliminary plans. Based on this new estimate, the current estimated project cost is \$38,998,000, a decrease of \$731,000. This action will recognize these revised project costs, as detailed below.

\$39,729,000	total authorized project costs
\$38,438,000	total estimated project costs
\$39,729,000	project costs previously allocated: \$2,372,000 preliminary plans, \$2,274,000 working drawings, and \$35,083,000 construction (\$25,732,000 contract, \$1,544,000 contingency, \$1,853,000 A&E, \$2,609,000 other project costs, and \$3,345,000 agency retained items)
\$ 731,000	project cost decrease: \$754,000 preliminary plans, \$205,000 working drawings, and an increase of \$228,000 construction (\$219,000 contract, \$13,000 contingency, and \$124,000 agency retained items, and a decrease of \$129,000 other project costs)

CEQA

A Notice of Determination was filed with the State Clearinghouse on February 25, 2014, and the statute of limitations expired on March 27, 2014, without challenge.

Real Estate Due Diligence

A Summary of Conditions Letter for this project was completed on March 25, 2014, and no issues that would adversely affect the quiet use and enjoyment of the project were identified.

Project Schedule

Approve preliminary plans	April 2014
Complete working drawings	October 2014
Start construction	February 2015
Complete construction	October 2016

Staff Recommendation: **Approve preliminary plans and recognize revised project costs.**

CONSENT ITEMS

CONSENT ITEM—4

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
HIGH DESERT STATE PRISON
UPGRADE EMERGENCY CIRCUIT/TRANSFER SWITCH
LASSEN COUNTY

*Authority: Section 28(a) of Chapter 7, Statutes of 2007
Section 7050 of the Penal Code*

Consider recognizing revised project costs

CONSENT ITEMS

STAFF ANALYSIS ITEM—4

Department of Corrections and Rehabilitation
High Desert State Prison
Upgrade Emergency Circuit/Transfer Switch
Lassen County

Action Requested

If approved, the requested action would recognize revised project costs.

Scope Description

This project is within scope. This project will make improvements to the existing emergency circuit with the installation of an additional transformer and upgraded transfer switch at High Desert State Prison (HDSP) to provide dedicated emergency power to all critical areas of the institution in the event of a power outage at the local utility company. Currently, HDSP lacks dedicated emergency power to power critical areas and equipment, such as heating, cooling, and kitchens. The proposed project would install a new 3.75 Megavolt Amperes transformer on a concrete pad and a new electrical feeder. Modifications would be made to the automatic transfer switch, sequence of operation of the generator control through the existing Programmable Logic Controller, and automatic load shedding. This project will provide sufficient standby power to serve the entire emergency requirements of the facility.

Funding and Project Cost Verification

This project is within cost. Section 28(a) of Chapter 7 of the Statutes of 2007 (AB 900) appropriated \$300 million General Fund to CDCR for capital outlay to renovate, improve or expand infrastructure capacity at existing prison facilities. Section 7050(a) of the Penal Code further provides this appropriation may be used for the design and construction of dental and medication distribution infrastructure improvements at state prison facilities.

On November 6, 2012, the Board established the scope, cost and schedule of this project, allocating \$1,042,000 from this appropriation to complete the design and construction of this project. At the completion of preliminary plans, a new cost estimate was prepared, and on August 9, 2013, the Board approved a reduction of \$92,000, for a revised project cost of \$950,000. Subsequently, at completion of working drawings, additional refinements were identified and a revised project estimate was prepared. Based on this new estimate, the current total estimated project cost is \$822,000, which is a decrease of \$128,000. This action will recognize these revised project costs, as detailed below.

\$950,000	total authorized project costs
\$822,000	total estimated project cost
\$950,000	project costs previously allocated: \$45,000 preliminary plans, \$56,000 working drawings, and \$849,000 construction (\$632,000 contracts, \$44,000 contingency, \$165,000 other project costs, and \$8,000 agency retained items)
\$128,000	net project cost decrease: a decrease of \$11,000 preliminary plans, \$26,000 working drawings, and \$91,000 construction (an increase of \$20,000 contracts and \$2,000 contingency, and a decrease of \$105,000 other project costs and \$8,000 agency retained items)

CEQA

A Notice of Exemption was filed with the State Clearinghouse on May 25, 2012, and the statute of limitations expired on June 29, 2012, without challenge.

Real Estate Due Diligence

A Summary of Conditions letter for this project was completed on July 31, 2013, and no issues that would adversely affect the quiet use and enjoyment of the project were identified.

Project Schedule

Approve preliminary plans	August 2013
Complete working drawings	April 2014
Start construction	April 2014
Complete construction	March 2015

Staff Recommendation: Recognize revised project costs.

CONSENT ITEMS

CONSENT ITEM—5

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
JUVENILE PROJECT
HUMBOLDT COUNTY

Authority: Sections 1970 – 1977 of the Welfare and Institutions Code

Consider establishing scope, cost and schedule

CONSENT ITEMS

STAFF ANALYSIS ITEM—5

Department of Corrections and Rehabilitation
Juvenile Project
Humboldt County

Action Requested

If approved, the requested action would establish the project scope, cost, and schedule.

Scope Description

This project will design and construct a new, approximately 24,600 square feet (sf), single story building on approximately 0.6 acre of a greater 3± acres of county-owned land in two phases. During the first construction phase, the existing juvenile hall building will remain in use while the new juvenile facility is completed. The second phase will include the demolition and removal of the old juvenile hall building; construction of a new breezeway to connect the new juvenile facility with the existing regional center and probation wing, and construction of new recreation yards. . This facility will provide housing, program, healthcare, custody, administrative, support space, recreation yard, and a secure vehicle yard.

The new medium/maximum security juvenile facility will include housing space of approximately 7,800 sf with 18 single and 6 double-occupancy dormitory-style rooms with common courtyard and dayroom areas. The proposed facility will also provide approximately 16, 800 sf for administrative and support services including a new facility control room, education rooms, health services, food services, laundry, visitation and public lobby spaces, facility maintenance, staff and storage areas.

New heating, ventilation, and air conditioning; and electrical service upgrades to the existing probation office are proposed, as well as construction of a new breezeway access from the existing buildings to the new facility.

This project will include, but is not limited to, utilities; electrical; plumbing; mechanical; heating, ventilation, and air conditioning; security; fire protection systems; a new access road, a new parking area and loading dock.

Funding and Project Cost Verification

Section 1973 of the Welfare and Institutions Code appropriates \$300,000,000 lease revenue bond authority to partially finance the construction of local youthful offender rehabilitative facilities. Award of this funding to individual counties is administered through the Board of State and Community Corrections (BSCC). BSCC has conditionally awarded \$12,930,869 from this appropriation to Humboldt County for this project. All of the acquisition/study and design costs and any construction costs in addition to this award amount will be paid by the county. This action would allocate \$12,930,869 of the \$300,000,000 appropriated in Section 1973 of the Welfare and Institutions Code to complete construction for this project.

\$16,728,000	total estimated project cost
\$12,931,000	state funds to be allocated: \$12,931,000 construction (\$12,413,000 contract and \$518,000 contingency)
\$ 3,797,000	local funds to be allocated: \$390,000 acquisition/study, \$214,000 preliminary plans, \$1,069,000 working drawings, and \$2,124,000 construction (\$593,000 contingency, \$372,000 A&E, \$1,024,000 other project costs, and \$135,000 agency retained)

CEQA

Environmental review for this project is currently underway and the appropriate CEQA documentation will be completed prior to seeking approval of preliminary plans.

Real Estate Due Diligence

Real estate due diligence for this project is currently under review and will be completed prior to seeking approval of preliminary plans.

Project Schedule

Approve preliminary plans	December 2014
Complete working drawings	March 2015
Start construction	July 2015
Complete construction	December 2016

Staff Recommendation: Establish scope, cost, and schedule.

CONSENT ITEMS

CONSENT ITEM—6

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
JAIL PROJECT
KERN COUNTY

Authority: Sections 15820.91 – 15820.917 of the Government Code

Consider:

- a) **approving performance criteria and concept drawings**
- b) **recognizing revised project costs**

CONSENT ITEMS

STAFF ANALYSIS ITEM—6

Department of Corrections and Rehabilitation
Jail Project
Kern County

Action Requested

If approved, the requested action would approve performance criteria and concept drawings and recognize revised project costs.

Scope Description

Project is within scope. This project will design and construct a new jail facility with two main buildings connected by a corridor, and a central plant. The facility will provide approximately 216,000 square feet (sf) of space on 30± acres of a greater 70± acres of county-owned property located in the unincorporated area of Kern County and will provide approximately 822 beds and include housing, treatment, administrative, support, and program space. The facility will be constructed primarily of steel and concrete for long-term durability.

The housing building will provide approximately 158,000 sf for three medium security housing units with approximately 100 cells each and one maximum security mental health/special housing unit with approximately 104 cells. The housing building will also include four housing control rooms; attorney visiting booths; and treatment, recreation, administrative, and educational/vocational program space. The support services space in the housing building will include a laundry area; a receiving dock; and food services staging, maintenance, and warehouse/utility space.

The support building will provide approximately 55,000 sf of healthcare, custody, visitation, warehouse, and administrative and support services space. The healthcare area will include a pharmacy, a clinic with nurse's station and exam rooms, a dental operatory, suicide and safety cells, and emergency treatment space. The custody area of this building will include a central control room, an intake and release area with a property room, interview rooms, a medical interview room, and holding cells. The administrative area will include a master control room, an armory, equipment and training space, and office space. The support building will also include a visitor's center with video visitation space, as well as inmate property storage and warehouse space.

This project will also design and construct a separate, approximately 2,800 sf stand-alone central plant to provide heating, cooling, and electrical service for the new facility. The visitor's center, administrative area, and central plant will be constructed of regular commercial building materials.

This project will also include, but is not limited to, electrical; plumbing; mechanical; heating, ventilation, and air conditioning; security; water and sewer services; and fire protection systems; as well as all necessary appurtenances. A guard house, a visitor parking lot, and a secure inmate transportation vehicle parking lot will also be constructed, and an existing parking lot will be refurbished for use as a staff parking lot. In addition, there will be a separate secure fencing surrounding the facility to provide grounds security.

Funding and Project Cost Verification

Project is not within costs. On May 10, 2013, the Board took an action establishing the scope, cost, and schedule of this project, allocating \$100,000,000 of the \$854,229,000 lease revenue bond financing authority appropriated in Section 15820.913 of the Government Code to partially finance the design and construction for this project. All of the acquisition/study costs and any design and construction costs in addition to this amount will be paid by the county. At the time of establishment, the total estimated project cost was \$124,486,000. Subsequent to that action, a new project cost estimate was prepared in association with the completion of performance criteria and concept drawings. Based on this new estimate, the project cost increased \$2,220,000 for a revised total estimated project cost of \$126,706,000.

\$124,486,000	total authorized project cost
\$126,706,000	total estimated project cost
\$100,000,000	state funds to be allocated: \$100,000,000 design-build (\$95,629,000 contract, \$1,617,000 A&E, and \$2,754,000 other project costs)
\$ 24,486,000	local funds to be allocated: \$3,357,000 performance criteria & concept drawings, \$21,129,000 design-build (\$5,253,000 contract, \$3,531,000 contingency, \$136,000 A&E, and \$12,209,000 other project costs)

\$	0	state funds reallocated: design-build (an increase of \$1,031,000 contract, and a decrease of \$969,000 A&E and \$62,000 other project costs)
\$	2,220,000	local funds increase: an increase of \$2,072,000 performance criteria & concept drawings and \$148,000 design-build (a decrease of \$1,427,000 contract and \$387,000 other project costs, and an increase of \$1,494,000 contingency and \$468,000 A&E)

CEQA

A Notice of Determination was filed with the State Clearinghouse on November 15, 2013, and the statute of limitations expired on December 15, 2013, without challenge.

Real Estate Due Diligence

A Summary of Conditions Letter for this project was completed on April 7, 2014, and no issues that would adversely affect the quiet use and enjoyment of the project were identified.

Project Schedule

Approve performance criteria and concept drawings	April 2014
Start construction	November 2014
Complete construction	June 2017

Staff Recommendation: Approve performance criteria and concept drawings and recognize revised project costs.

CONSENT ITEMS

CONSENT ITEM—7

DEPARTMENT OF CORRECTIONS AND REHABILITATION (5225)
JUVENILE PROJECT
LOS ANGELES COUNTY

Authority: Sections 1970 - 1977 of the Welfare and Institutions Code

Consider:

- a) **establishing scope, cost and schedule**
- b) **approving performance criteria and concept drawings**

CONSENT ITEMS

STAFF ANALYSIS ITEM—7

Department of Corrections and Rehabilitation
Juvenile Project
Los Angeles County

Action Requested

If approved, the requested action would establish scope, cost, and schedule, and approve performance criteria and concept drawings.

Scope Description

This project will design and construct a new, approximately 54,000 square foot (sf) facility on approximately 12 acres of the greater 148± acres of county-owned land in Malibu. The new facility will consist of housing, education and program space for approximately 120 moderate to high-risk juvenile offenders, as well as administration and support space for staff.

The housing space, approximately 22,000 sf, will include four buildings with open dormitory style housing. Two buildings will contain two semi-autonomous dormitories of 12 residents each, and the other two will contain three semi-autonomous dormitories of 12 residents each. Each building will include personal laundry; administration and support space; and counseling rooms. Additionally, each housing unit will have a dayroom, toilet/shower space, a group meeting room, a recreation/activity room, and an outside patio.

The administration building, approximately 7,400 sf, will include administration and probation staff offices; conference rooms; central control and observation area; a communications room; intake and release; public waiting area; staff support space; and medical and mental health services area. The maintenance/warehouse building, approximately 1,500 sf, will provide storage, laundry, network/communications room, and trash/recycling holding. The support building, approximately 23,400 sf, will include classrooms for education and vocational services; a multipurpose indoor gymnasium which will also be used for dining; and a kitchen.

The project scope will include, but not be limited to, electrical; plumbing; mechanical; heating, ventilation, and air conditioning; perimeter fencing; fire protection systems; parking lots; sally port; landscaping; outdoor recreation courts; multipurpose recreation field with running track; and emergency access roads.

Funding and Project Cost Verification

Section 1973 of the Welfare and Institutions Code appropriates \$300,000,000 lease revenue bond authority to partially finance the construction of local youthful offender rehabilitative facilities. Award of this funding to individual counties is administered through the Board of State and Community Corrections (BSCC). BSCC has conditionally awarded \$28,728,123 from this appropriation to Los Angeles County for this project. All of the acquisition/study and design costs and any construction costs in addition to this award amount will be paid by the county. This action would allocate \$28,728,123 from this appropriation to complete construction for this project.

\$44,506,000	total estimated project cost
\$28,728,000	state funds to be allocated: construction contract
\$15,778,000	local funds to be allocated: \$1,998,000 performance criteria, \$13,780,000 construction (\$2,238,000 contract, \$3,097,000 contingency, \$472,000 A&E, and \$7,973,000 other project costs)

CEQA

A Notice of Determination was posted by the Los Angeles County Clerk on December 3, 2013, and the statute of limitations expired on January 2, 2014, without challenge.

Real Estate Due Diligence

A Summary of Conditions Letter for this project was completed on April 7, 2014, and no issues that would adversely affect the quiet use and enjoyment of the project were identified.

Project Schedule

Approve performance criteria and concept drawings	April 2014
Approval to proceed to bid	May 2014
Start construction	October 2014
Complete construction	July 2016

Staff Recommendation: Establish scope, cost, and schedule, and approve performance criteria and concept drawings.

ACTION ITEMS

ACTION ITEM—1

**HIGH SPEED RAIL AUTHORITY (2665)
INITIAL OPERATING SEGMENT, SECTION 1
FRESNO COUNTY**

264 Parcels listed in Exhibit A

*Authority: Chapter 152, Statutes of 2012, Item 2665-306-0890 (1)
Chapter 152, Statutes of 2012, Item 2665-306-6043 (1)*

Consider approving site selection of 264 parcels in full and/or in part, conditioned by the requirement that no offers to purchase shall be made until any required environmental clearance(s) are made.

Exhibit A of Action Item 1	
SR-41 - E AMERICAN AVENUE	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
467-020-50U	FB-10-0174
467-020-17	FB-10-0175
467-020-18	FB-10-0176
467-020-47	FB-10-0177
467-091-14	FB-10-0575
478-101-04	FB-10-0178
478-102-02	FB-10-0179
478-102-03	FB-10-0180
478-102-04	FB-10-0181
478-102-05	FB-10-0182
478-102-19T	FB-10-0185
478-102-20T	FB-10-0186
480-010-01U	FB-10-0656

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
480-010-02U	FB-10-0657
478-102-17	FB-10-0183
478-102-18	FB-10-0184
478-163-16T	FB-10-0187
478-163-03	FB-10-0188
478-163-09	FB-10-0189
478-163-14	FB-10-0190
478-163-18	FB-10-0191
478-222-13	FB-10-0194
478-222-14	FB-10-0195
478-221-08	FB-10-0608
480-151-09	FB-10-0611
480-140-04	FB-10-0612
478-222-09	FB-10-0192
478-222-12	FB-10-0193
478-222-15	FB-10-0196
478-290-02	FB-10-0197
478-290-03	FB-10-0198
478-290-20	FB-10-0199
478-290-22	FB-10-0200
478-290-23	FB-10-0201
478-290-24	FB-10-0202
478-290-27	FB-10-0203
479-110-01	FB-10-0213
479-110-24	FB-10-0214
480-090-12	FB-10-0212
480-360-28S	FB-10-0217
480-010-15U	FB-10-0207
480-010-28U	FB-10-0208
480-010-30U	FB-10-0209
480-360-16U	FB-10-0578
480-360-01U	FB-10-0581
480-010-16U	FB-10-0582
480-182-13	FB-10-0609
480-182-15	FB-10-0639
480-182-03	FB-10-0640
480-182-02	FB-10-0641

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
480-154-10	FB-10-0649
480-154-11	FB-10-0650
480-154-12	FB-10-0651
480-154-13	FB-10-0652
480-010-08U	FB-10-0205
480-010-09U	FB-10-0206
479-110-25	FB-10-0215
479-140-10	FB-10-0216
479-140-09	FB-10-0219
480-360-17U	FB-10-0577
480-010-11U	FB-10-0579
480-010-10U	FB-10-0580
480-182-14	FB-10-0610
479-030-73	FB-10-0584
479-030-74	FB-10-0585
479-030-75	FB-10-0586
479-072-26S	FB-10-0220
479-072-16	FB-10-0221
487-050-70	FB-10-0223
479-072-28	FB-10-0576
480-020-76	FB-10-0614
480-020-77	FB-10-0615
480-010-17U	FB-10-0616
480-010-13U	FB-10-0617
480-010-12U	FB-10-0618
487-050-71	FB-10-0224
487-050-72	FB-10-0225
487-050-73	FB-10-0226
487-050-74	FB-10-0227
487-050-75	FB-10-0228
487-100-04	FB-10-0229
487-100-18	FB-10-0230
487-100-32S	FB-10-0231
487-100-35	FB-10-0232
487-100-36	FB-10-0233
487-100-37	FB-10-0234
487-140-39S	FB-10-0235

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
487-140-52S	FB-10-0236
487-140-22U	FB-10-0238
487-140-46	FB-10-0240
487-140-48	FB-10-0242
487-140-24T	FB-10-0587
487-140-15T	FB-10-0589
487-140-25U	FB-10-0239
487-140-49	FB-10-0243
487-140-51	FB-10-0244
487-180-04	FB-10-0245
487-180-05	FB-10-0246
487-180-09	FB-10-0247
487-180-10	FB-10-0248
487-180-13	FB-10-0250
487-180-08	FB-10-0590
487-180-06	FB-10-0591
330-021-07	FB-10-0251
330-060-36S	FB-10-0593
330-060-34S	FB-10-0252
330-060-46S	FB-10-0253
330-021-19S	FB-10-0257
330-021-20ST	FB-10-0258
330-021-21S	FB-10-0259
330-021-11S	FB-10-0256
330-100-07T	FB-10-0592
330-031-70S	FB-10-0264
330-021-10	FB-10-0254
330-031-72	FB-10-0265
330-130-23	FB-10-0270
330-031-03	FB-10-0262
330-031-75	FB-10-0267
330-031-76	FB-10-0268
330-031-07S	FB-10-0272
330-211-05	FB-10-0273
330-031-42S	FB-10-0613
330-211-07	FB-10-0275
330-211-08	FB-10-0276

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
330-211-30	FB-10-0278
330-211-31	FB-10-0279
330-211-32	FB-10-0280
334-040-88	FB-10-0283
330-212-22	FB-10-0597
330-211-29	FB-10-0602
334-040-34	FB-10-0604
330-211-25T	FB-10-0594
330-211-28	FB-10-0601
330-211-24U	FB-10-0595
330-211-06U	FB-10-0274
334-040-87U	FB-10-0282
334-010-16U	FB-10-0300
330-211-13	FB-10-0277
334-040-80	FB-10-0281
330-211-12	FB-10-0600
330-190-22	FB-10-0596
330-211-11	FB-10-0598
330-211-10	FB-10-0599
334-350-39	FB-10-0603
E AMERICAN AVENUE - KINGS COUNTY LINE	
334-330-39	FB-10-0289
334-330-46	FB-10-0287
334-330-48	FB-10-0291
334-330-47	FB-10-0290
334-330-24	FB-10-0288
334-250-43	FB-10-0299
334-010-03U	FB-10-0302
334-250-21	FB-10-0297
334-310-46	FB-10-0307
334-310-33	FB-10-0306
334-310-20	FB-10-0305
334-310-55	FB-10-0309
335-190-08	FB-10-0317
335-090-01	FB-10-0687
335-090-02	FB-10-0688
335-090-03	FB-10-0311

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
335-090-28	FB-10-0314
335-090-57	FB-10-0316
335-090-47	FB-10-0315
335-090-18	FB-10-0313
335-090-17	FB-10-0312
335-010-02U	FB-10-0321
335-130-11S	FB-10-0698
335-140-05	FB-10-0324
335-010-03U	FB-10-0322
335-140-36U	FB-10-0334
335-140-20	FB-10-0325
335-140-33U	FB-10-0331
335-140-32	FB-10-0330
335-140-34SU	FB-10-0332
335-140-35S	FB-10-0333
335-170-26	FB-10-0338
335-170-29SU	FB-10-0344
335-170-27SU	FB-10-0342
335-170-28S	FB-10-0343
335-220-17	FB-10-0349
335-220-04	FB-10-0346
335-220-14	FB-10-0348
338-080-25U	FB-10-0359
338-010-02U	FB-10-0371
338-070-15	FB-10-0361
338-080-30	FB-10-0360
338-080-22U	FB-10-0357
338-080-21	FB-10-0353
338-080-03	FB-10-0350
338-080-24U	FB-10-0358
338-080-19	FB-10-0352
338-100-29	FB-10-0365
338-100-03	FB-10-0362
338-100-11	FB-10-0363
338-100-26U	FB-10-0366
338-100-27	FB-10-0364
338-060-71	FB-10-0373

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
338-060-68U	FB-10-0376
338-060-69S	FB-10-0377
338-060-17S	FB-10-0374
338-110-34S	FB-10-0381
338-110-09	FB-10-0383
338-110-38S	FB-10-0378
338-110-43S	FB-10-0708
338-110-26S	FB-10-0382
338-110-44S	FB-10-0707
042-160-02	FB-10-0384
042-160-03	FB-10-0385
042-010-04U	FB-10-0391
042-160-17S	FB-10-0387
042-170-27S	FB-10-0393
042-170-35S	FB-10-0395
042-170-08	FB-10-0392
042-180-03	FB-10-0398
042-180-04	FB-10-0399
042-180-05	FB-10-0400
042-180-12	FB-10-0402
042-180-13	FB-10-0403
042-190-11S	FB-10-0404
385-051-14S	FB-10-0409
042-190-40S	FB-10-0405
385-010-01U	FB-10-0434
042-190-41S	FB-10-0406
042-290-02S	FB-10-0422
385-081-01	FB-10-0410
385-081-40	FB-10-0419
385-081-19	FB-10-0411
385-081-21	FB-10-0412
385-081-27	FB-10-0415
385-081-26	FB-10-0414
385-081-25	FB-10-0413
385-081-28	FB-10-0416
385-081-29	FB-10-0417
385-081-30	FB-10-0418

Exhibit A of Action Item 1 Continued	
Assessor's Parcel Number	High Speed Rail Authority's Parcel Number
385-010-02U	FB-10-0435
385-110-72	FB-10-0723
385-110-49	FB-10-0429
385-110-38	FB-10-0427
385-010-12S	FB-10-0446
385-140-16	FB-10-0452
385-170-40S	FB-10-0455
385-170-06S	FB-10-0451
385-170-08	FB-10-0444
385-170-52	FB-10-0449
385-170-11	FB-10-0728
385-170-47S	FB-10-0729
385-180-27	FB-10-0465
385-180-36S	FB-10-0469
056-030-39S	FB-10-0462
056-030-41S	FB-10-0462
056-030-40S	FB-10-0461
056-030-38S	FB-10-0461
056-030-47S	FB-10-0474
056-030-24S	FB-10-0460
056-030-58S	FB-10-0477
056-030-55S	FB-10-0476
056-030-42S	FB-10-0471
056-030-43S	FB-10-0472
056-030-44S	FB-10-0473
056-030-11	FB-10-0458
056-030-10S	FB-10-0459
056-080-12S	FB-10-0478
056-090-15S	FB-10-0479
056-090-09	FB-10-0480

ACTION ITEMS

STAFF ANALYSIS ITEM—1

High Speed Rail Authority
Initial Operating Segment, Section 1
Fresno County

Action Requested

If approved, the request action would approve site selection of 264 parcels in full and/or in part, conditioned by the requirement that no offers to purchase shall be made until any required environmental clearance(s) are made.

Scope Description

This project is within scope. The Initial Operating Segment, Section 1 (IOS-1) is expected to be approximately 130 miles starting near Madera (north of Fresno) and extending southward almost to Bakersfield. This initial section includes the realignment of Highway 99 in Fresno, and the construction of dozens of grade separations, and multiple bridges and viaducts. The IOS-1, also referred to as the First Construction Segment, is the first construction phase of the High Speed Train System (HSTS). The HSTS consists of Phase 1, which would provide 520 miles of the HSTS extending from San Francisco to Los Angeles/Anaheim, and Phase 2, which would extend the system to Sacramento and San Diego.

Funding and Cost Verification

This project is within cost. Chapter 152, Statutes of 2012, appropriated \$5.850 billion (\$2.609 billion High Speed Passenger Train Fund and \$3.241 billion federal funds) for acquisition of approximately 1,100 parcels and the construction of the 130-mile IOS-1.

Background

Because of the geographical size of the HSTS, the environmental work for the HSTS was divided into multiple station-to-station geographical segments, two of which are Merced to Fresno and Fresno to Bakersfield. The 130 miles of the IOS-1 is broken into four construction packages, with the first construction package further divided into components A, B, and C. The first two components, A and B, of Construction Package 1 lie fully within the Merced to Fresno segment and on January 11, 2013, June 14, 2013, July 12, 2013, November 8, 2013, and December 13, 2013, the State Public Works Board (Board) approved site selection for a combined 402 parcels Construction Package 1A and 1B that would provide a corridor extending approximately 24 miles from Avenue 17 east of the City of Madera to Santa Clara Street in the City of Fresno.

The 264 parcels that are the subject of this site selection request lie within the next estimated 19 miles of the corridor, extending within Fresno County from Santa Clara Street to the HSTS crossing of Highway 41 just north of the border with Kings County. This 19 miles corridor lies fully within the Fresno to Bakersfield segment with the first approximately five miles, comprised of 144 parcels, in component C of the Construction Package 1 and the remaining 120 parcels within the northernmost 14 miles portion of Construction Package 2-3 of the IOS-1.

Site selection for a transportation corridor, highway or rail alignment differs from traditional single-parcel Board requests. Parcels required for highway and rail alignments involve several miles comprising a longitudinal corridor, rather than a single, specific parcel where other location options may be considered. Because of the type of infrastructure for this project it is not possible to simply reject a parcel and move to the right or left. For instance, a high-speed train travelling at 200+ miles per hour requires 4 to 5 miles to perform a 90-degree turn. The alignment, as determined through the environmental processes, determines the sites that must be acquired. As is the case with this request, many of the sites selected reflect a need for road realignments and grade crossings necessary to ensure the safety of the train system.

At the November 7th 2013 High Speed Rail Authority Board meeting, the Authority Board concurred with a staff recommendation identifying (but not approving) the preferred alignment in the Fresno to Bakersfield segment. The Authority is nearing completion and certification of a Project level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on this segment, with the expectation that a CEQA Notice of Determination (NOD) will be filed in May and an associated Federal Record of Decision (ROD) completed by the Authority's partner, the Federal Railroad Administration (FRA), in May or June. As part of these environmental clearance determinations, the Authority and FRA, respectively, will consider whether to approve the previously-identified preferred alignment for construction. In the area where the 264 parcels are located that are the subject of this site selection, there are no other alignments under consideration for construction approval.

Because this site selection request is taking place prior to the completion the state and federal environmental processes, the recommendation is that such approval be conditioned by the requirement that no offers to purchase be made until the Authority files its NOD and the FRA issues its ROD (which is what staff means in its recommendation below by "environmental clearances"). However, approval of site selection at this time will allow for the setting of Just Compensation by a representative of the Board, thereby providing additional time for the internal preparation of first written offers which is expected to reduce the overall acquisition timeline by a month or more.

Upon further review by Board staff, it was discovered that a number of the parcels to be acquired within Construction Package 2-3 are in the area of the Hanford Bypass. As an alternative alignment is under consideration in that area, staff has concluded that site selection south of Construction Package 1C should be deferred until it can be determined which parcels are not a part of the Hanford Bypass.

Other:

- The Authority anticipates that certain non-complicated parcels will be acquired within a couple months after the environmental clearances steps noted above. For those property owners opposed to selling their property interests to the state, the state would need to consider filing eminent domain proceedings. Such proceedings will add a number of months to the acquisition process.
- Consistent with corridor based projects, minimal real estate due diligence has occurred to date as the alignment determines which properties must be acquired and any abatement or title issues will be resolved during or shortly after acquisition.
- On May 11, 2012, the Board adopted a resolution delegating to designated representatives of the Board, including the Chief and Assistant Chief of Real Property Services Section of the Department of General Services, the authority to set just compensation for HSTS parcels. This delegation is predicated on the approval of site selection.
- On November 6, 2012, the Board adopted a resolution delegating to staff the authority to approve each acquisition transaction that meets specified criteria.

Staff Recommendation: **Approve site selection of the 144 parcels in full and/or in part that are within Construction Package 1C, conditioned by the requirement that no offers to purchase shall be made until any required environmental clearance(s) are made.**

ACTION ITEMS

ACTION ITEM—2

**HIGH SPEED RAIL AUTHORITY (2665)
INITIAL OPERATING SEGMENT, SECTION 1
FRESNO COUNTY**

Assessor's Parcel Numbers 465-030-16, 465-040-06, 465-040-23 & 465-040-31
Authority's Parcel Numbers FB-10-0115, FB-10-0120, FB-10-0123 & FB-10-0124

*Authority: Chapter 152, Statutes of 2012, Item 2665-306-0890 (1)
Chapter 152, Statutes of 2012, Item 2665-306-6043 (1)*

Consider authorizing acquisition

ACTION ITEMS

STAFF ANALYSIS ITEM—2

High Speed Rail Authority
Initial Operating Segment, Section 1
Fresno County

Action Requested

If approved, the requested action would authorize acquisition.

Scope Description

This project is within scope. The Initial Operating Segment, Section 1 (IOS-1) is expected to be approximately 130 miles starting near Madera (north of Fresno) and extending southward almost to Bakersfield. This initial section includes the realignment of Highway 99 in Fresno, and the construction of dozens of grade separations, and multiple bridges and viaducts. The IOS-1, also referred to as the First Construction Segment, is the first construction phase of the High Speed Train System (HSTS). The HSTS consists of Phase 1, which would provide 520 miles of the HSTS extending from San Francisco to Los Angeles/Anaheim, and Phase 2, which would extend the system to Sacramento and San Diego.

Assessor's parcels 465-030-16, 465-040-06, 465-040-23 and 465-040-31 were among those parcels site selected on January 14, 2013. These parcels (Property), under the same ownership (by "Owner"), are dependent upon each other for current business operations.

Funding and Cost Verification

This project is within cost. Chapter 152, Statutes of 2012, appropriated \$5.850 billion (\$2.609 billion High Speed Passenger Train Fund and \$3.241 billion federal funds) for acquisition of approximately 1,100 parcels and the construction of the 130-mile IOS-1.

CEQA

In order to choose the HSTS preferred alignment and identify the parcels to be acquired, the Authority, in accordance with CEQA and the National Environmental Protection Act (NEPA), has completed and certified both a Program level and Project level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). For the Merced to Fresno segment that is the subject of this requested Board Action, a CEQA Notice of Determination was filed with the State Clearinghouse on May 3, 2012, and the 30-day statutes of limitations period expired on June 2, 2012. For NEPA, the Federal Railroad Administration released a Record of Decision on September 29, 2012.

Other:

- The Owner has certified that during its period of ownership there have been no disposals, releases or threatened releases of hazardous substances or hazardous materials on, from, or under the Property, and has no knowledge of such prior by others.
- Purchase of the Property includes but is not limited to compensation for acquisition of all buildings, site improvements, and certain fixtures, equipment and improvements pertaining to the realty, severance damages by virtue of division of the Property being acquired from a larger parcel, loss of business goodwill, loss of rents, and any and all damages of any kind that may result from Authority's intended use and construction of the HSTS.
- In lieu of bringing each HSTS acquisition to the Board for approval, on November 6, 2012, the Board adopted a resolution to delegate acquisition approval for HSTS acquisitions that conform to an Board-approved standard contract with non-substantive changes. Due to the multiple parcels being acquired and the complexity of the structures and business operations, substantive changes to the terms of the Board-approved contract were necessary for this administrative settlement.

Staff Recommendation: Authorize acquisition.

ACTION ITEMS

ACTION ITEM—3

**HIGH SPEED RAIL AUTHORITY (2665)
INITIAL OPERATING SEGMENT, SECTION 1
FIVE PROPERTY CONDEMNATIONS
FRESNO COUNTY**

Multiple Parcel Numbers

*Authority: Chapter 152, Statutes of 2012, Item 2665-306-0890 (1)
Chapter 152, Statutes of 2012, Item 2665-306-6043 (1)
Section 15854 of the Government Code*

Consider adoption of Resolutions of Necessity authorizing the use of eminent domain (condemnation) to acquire the following properties:

- 1. Bains and Brar Property**
Assessor's Parcel Number 459-023-55
Authority's Parcel Numbers FB-10-0091-1 and FB-10-0091-2
- 2. Independent Development Associates, LLC Property**
Assessor's Parcel Number 508-102-35S
Authority's Parcel Numbers MF-10-0058-1, MF-10-0058-2 and MF-10-0058-01-01
- 3. Nguyen Property**
Assessor's Parcel Number 508-102-09S
Authority's Parcel Numbers MF-10-0062 and MF-10-0062-01-01
- 4. Nicks Trucking Incorporated Property**
Assessor's Parcel Number 508-110-46S
Authority's Parcel Numbers MF-10-0064-1, MF-10-0064-2 and MF-10-0064-3
- 5. Dhillon Property**
Assessor's Parcel Number 504-060-70
Authority's Parcel Numbers MF-10-0021-1, MF-10-0021-01-01, and MF-10-0021-02-01

ACTION ITEMS

STAFF ANALYSIS ITEM—3

High Speed Rail Authority
Initial Operating Segment, Section 1
Five Property Condemnations
Fresno County

Action Requested

If approved, the requested action would approve adoption of five Resolutions of Necessity authorizing the use of eminent domain (condemnation) to acquire approximately 2.86 acres located in the City of Fresno.

Scope Description

This project is within scope. The Initial Operating Segment, Section 1 (IOS-1) is expected to be approximately 130 miles starting near Madera (north of Fresno) and extending southward almost to Bakersfield. This initial section includes the realignment of Highway 99 in Fresno, and the construction of dozens of grade separations, and multiple bridges and viaducts. The IOS-1, also referred to as the First Construction Segment, is the first construction phase of the High Speed Train System (HSTS). The HSTS consists of Phase 1, which would provide 520 miles of the HSTS extending from San Francisco to Los Angeles/Anaheim, and Phase 2, which would extend the system to Sacramento and San Diego.

Funding and Cost Verification

This project is within cost. Chapter 152, Statutes of 2012, appropriated \$5.850 billion (\$2.609 billion High Speed Passenger Train Fund and \$3.241 billion federal funds) for acquisition of approximately 1,100 parcels and the construction of the 130-mile IOS-1.

Background

In order to adopt a Resolution of Necessity that is required to initiate the eminent domain (condemnation) proceedings, the Board must consider that the following conditions have been met:

- (A) The public interest and necessity require the project;
- (B) The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (C) The property sought to be acquired is necessary for the project; and,
- (D) The offer required by Government Code section 7267.2 has been made to the owner or owners of record (Properties 1, 2, 4, and 5) or has not been made to the owner or owners of record because the owner or owners cannot be located with reasonable diligence (Property 3).

In 2008 the voters of California approved Proposition 1a, authorizing monies from the High-Speed Passenger Train Bond fund in support of this Project, in 2009 and 2010 the federal government approved funds in support of the portion of this Project extending from San Francisco to Anaheim, and in 2012, through Chapter 152, Statutes of 2012, the Legislature appropriated funds for the acquisition and design-build phases of the IOS-1 of the Project, extending from Madera to near Bakersfield

The Property Acquisition Law, commencing with Section 15850 of the Government Code, authorizes the Board to select and acquire in the name of the State of California ("State") with the consent of the State agency concerned, the fee or any lesser right or interest in any real property necessary for any State purpose or function. This law also authorizes the Board to acquire property by condemnation, in the manner provided for in Title 7 (commencing at section 1230.010) of Part 3 of the Code of Civil Procedure.

Each of the five properties are within the right of way for IOS-1, which was site-selected at the January 11, 2013 Board meeting. This site selection took place after an extensive environmental review process that led to the selection of a preferred alignment. The preferred alignment has been approved by both the High Speed Rail Authority Board and the Federal Railroad Administration. Acquisition of this property will allow the High Speed Rail Authority to move forward with construction of the HSTS.

During May, June and July 2013, the various owners, with the exception of Property 3 where the owner, Nguyen, could not be located, were provided with a first written offer to purchase the

subject property, as required by Government Code section 7267.2. Negotiations to acquire the property have been unsuccessful to date, thereby precipitating the need to adopt a Resolution of Necessity to authorize the use of eminent domain.

On March 21, 2014, for Properties 1 and 3 through 5 and on March 25, 2014, for Property 2, Notices of Intent to adopt a Resolution of Necessity were mailed to the respective property owners. This notice was sent in accordance with Code of Civil Procedure section 1245.235.

Property Specific Information:

1. Bains and Brar Property

Assessor's Parcel Number 459-023-55

Authority's Parcel Numbers FB-10-0091-1 and FB-10-0091-2

This property is located at 476 N H Street in the City of Fresno. The Environmental Impact Report identified a 0.09 acre portion of this property as being necessary for roadway improvements associated with the Belmont Avenue overcrossing in order to provide a proper turning radius for vehicles during construction and once the overcrossing is complete.

2. Independent Development Associates, LLC Property

Assessor's Parcel Number 508-102-35S

Authority's Parcel Numbers MF-10-0058-1, MF-10-0058-2 and MF-10-0058-01-01

ITEM PULLED

3. Nguyen Property

Assessor's Parcel Number 508-102-09S

Authority's Parcel Numbers MF-10-0062 and MF-10-0062-01-01

This property is located at 5311 N Golden State Boulevard in the City of Fresno. The Environmental Impact Report identified the 0.18 acre parcel as necessary for the relocation of N Golden State Boulevard as a result of the high speed train's alignment along the current N Golden State Boulevard between Market St and State Street

4. Nicks Trucking Incorporated Property

Assessor's Parcel Number 508-110-46S

Authority's Parcel Numbers MF-10-0064-1, MF-10-0064-2 and MF-10-0064-3

This property is located at 5185 N Golden State Boulevard in the City of Fresno. The Environmental Impact Report identified a 0.63 acre portion of this property as being necessary for the relocation of N Golden State Boulevard as a result of the high speed train's alignment along the current N Golden State Boulevard between State Street and Cornelia Avenue.

5. Dhillon Property

Assessor's Parcel Number 504-060-70

Authority's Parcel Numbers MF-10-0021-1, MF-10-0021-01-01, and MF-10-0021-02-01

This property is located at 6833 N Golden State Boulevard in the City of Fresno. The Environmental Impact Report identified the 1.42 acre parcel as necessary for the construction of the HSTS between Kathryn Way and Herndon Avenue.

Staff Recommendation: Approve the adoption of Resolutions of Necessity authorizing the use of eminent domain (condemnation) to acquire Properties 1, 3, 4 and 5 totaling approximately 2.32 acres located in the City of Fresno.

ACTION ITEMS

ACTION ITEM—4

**CALIFORNIA STATE UNIVERSITY (6610)
CALIFORNIA STATE UNIVERSITY, BAKERSFIELD
DORE THEATRE SEISMIC UPGRADE
BAKERSFIELD COUNTY**

Authority: Chapter 20, Statutes of 2013, Item 6610-301-6048 (1)

Consider approving preliminary plans.

ACTION ITEMS

STAFF ANALYSIS ITEM—4

California State University
California State University, Bakersfield
Dore Theatre Seismic Upgrade
Bakersfield County

Action requested

If approved, the requested action would approve preliminary plans.

Scope Description

This project is within scope. This project will upgrade the structural systems of the Dore Theater, constructed in 1981, to correct structural deficiencies identified by the CSU Seismic Review Board as priority one and by the Division of the State Architect as a level six seismic risk, meaning that in a seismic event, the building would incur substantial structural damage, with partial collapse likely, and with extensive risk to life for any occupants. This building is currently occupied. Strengthening work will include bracing roof diaphragms and connections to support columns and strengthening support connections to walls and canopies. Additionally, seismic bracing will be upgraded for all nonstructural elements such as piping, fire sprinklers, partitions, and ceilings.

Funding and Cost Verification

This project is within cost. The Bakersfield Dore Theatre Seismic Upgrade was one of five life-safety projects (funded with GO Bonds and Federal Emergency Management Agency [FEMA] reimbursements) included in the 2012 Budget Act. However, the FEMA reimbursements did not materialize, and the Administration subsequently proposed to continue two of the five projects on the CSU priority list using the state GO Bonds, and funds for the three remaining projects were reverted, totaling \$4.042 million GO bonds. This project is being funded with a portion of the reverted GO bonds (\$1,784,000).

\$1,784,000	total authorized costs
\$1,784,000	total estimated project costs
\$ 60,000	project cost previously allocated: preliminary plans
\$1,724,000	project costs to be allocated: working drawings \$64,000 and construction \$1,660,000 (\$1,283,000 contract, \$272,000 contingency, \$105,000 other costs).

CEQA

A Notice of Exemption (NOE) was filed with the State Clearinghouse on March 21, 2014. Approval of preliminary plans is contingent upon expiration of the NOE's 35-day statute of limitations period without challenge.

Real Estate Due Diligence

A Project Site Title Clearance Letter was completed on March 24, 2014, and no significant issues were identified. CSU, on behalf of the Board of Trustees of the CSU, is vested with the authority for management of the property for the benefit of the university and acknowledges that they have full responsibility for reviewing and clearing due diligence issues.

Project Schedule

Approve preliminary plans	April 2014
Working drawings completed	May 2014
Construction started	June 2014
Complete construction	September 2014

Staff Recommendation: Approve preliminary plans contingent upon expiration of the NOE's 35-day statute of limitations period without challenge.

OTHER BUSINESS

OTHER BUSINESS ITEM—1

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (2665) INITIAL OPERATING SEGMENT, SECTION 1 VARIOUS COUNTIES

Authority: Chapter 152, Statutes of 2012, Item 2665-306-0890 (1)
Chapter 152, Statutes of 2012, Item 2665-306-6043 (1)
Chapter 20, Statutes of 2013, Item 2665-301-0890 (1)
Chapter 20, Statutes of 2013, Item 2665-301-6043 (1); and
Section 13332.19 of the Government Code

On April 1, 2014, the Board considered and approved Consent Item 1, approval of performance criteria for Construction Package 2-3 of the Initial Operating Segment, Section 1. The approval of performance criteria is for the second design-build contract, designated as Construction Package 2-3 (packages 2 and 3 are now combined). Construction Package 2-3 will extend more than 60 miles from East American Avenue in Fresno County to one mile north of Kern County. On April 1, 2014, a question was raised related to the availability of the performance criteria documents. The ratification by the Board of its April 1, 2014 action is to allow additional review of the relevant documents.

Consider ratification of the Board's April 1, 2014 approval of performance criteria for Construction Package 2-3 of the Initial Operating Segment, Section 1.

OTHER BUSINESS

STAFF ANALYSIS ITEM—1

California High-Speed Rail Authority
Initial Operating Segment, Section 1
Various Counties

Action Requested

The requested action would ratify the Board's April 1, 2014 approval of performance criteria for Construction Package 2-3 of the Initial Operating Segment, Section 1.

Scope Description

This project is within scope. The California High-Speed Train System (System) consists of Phase 1, which would provide approximately 520 miles of the System extending from San Francisco to Los Angeles/Anaheim; and Phase 2 which would extend to Sacramento and San Diego. For purposes of environmental work and the development of performance criteria, the System was divided into 10 geographical segments. Two of these segments, Merced to Fresno and Fresno to Bakersfield, are within the First Construction Segment (FCS).

The FCS is the first phase of the System and provides the track and structures to support the System's backbone. It will be approximately 130 miles in length and will require the acquisition of approximately 1,100 parcels of land in the counties of Madera, Fresno, Tulare, Kings and Kern.

The FCS is further broken into four sections for design-build solicitation purposes to develop the infrastructure and grading necessary for track work. These sections are called construction packages and are numbered sequentially. Also, there is a fifth construction package for track work across the four sections that comprise the FCS. Within each construction package are performance criteria, which are the specifications included in the design-build solicitation package that will be released to the design build firms approved to compete for the construction package contract.

Construction Package 1, reflecting the northernmost 29 miles to of the FCS, had its performance criteria approved at the March 2012 Board meeting. Construction Package 2-3 (originally two separate packages, but combined to generate efficiencies of scale) will extend more than 60 miles in length through the Central Valley from East American Avenue in Fresno County to one mile north of Kern County. The package will include ground-level and aerial structures, such as viaducts, bridges, and grade separations. The proposed design-build contract is structured to require the Authority to provide, and for Finance to approve, a Notice to Proceed (NTP) prior to commencement of work related to design and construction.

The documents that comprise the performance criteria can be found at the following locations:

Scope of Work –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/mandatory/P13_57_IC_01_CP23_Scope_of_Work.pdf

Basis of Design Policy –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/mandatory/P13_57_IVC_03_Basis_of_Design_Policy.pdf

Design Criteria Manual –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/mandatory/P13_57_IIIA_01_Design_Criteria_Manual.pdf

Directive Drawings –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/mandatory/P13_57_IIIB_01_Directive_Drawings.pdf

Standard Specifications –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/reference/P13_57_RMA_01_Standard_Specifications.pdf

Standard Drawings –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/reference/P13_57_RMA_02_Standard_Drawings.pdf

15% Preliminary Design –

http://www.hsr.ca.gov/docs/programs/construction/CP23_RFP_13_57/reference/P13_57_RMB_01_Preliminary_Design_Plans.pdf

Funding and Cost Verification

This project is within cost. In 2008, Proposition 1a passed, providing \$9.0 billion in High-Speed Passenger Train general obligation bonds (HST bonds) for the Authority. The Budget Acts of 2010, 2011 and 2012, plus Executive Orders C 11/12-17 and C 11/12-18, appropriated a cumulative \$577.4 million in HST bonds and federal funds for acquisition (environmental review) and preliminary design (development of performance criteria) for the full System. The 2012 Budget Act appropriated \$5.85 billion in HST bonds and federal funds for right-of-way acquisition and construction of the FCS. The 2013 Budget Act consolidated all previous Budget Act appropriations for environmental review and preliminary design into a single appropriation.

In the table below, the total estimated project costs reflect the environmental review and construction for the System, and property acquisition and construction for the FCS:

\$6,427,100,000	total authorized project costs
\$6,427,100,000	total estimated project costs
\$2,343,711,000	project costs previously allocated: \$76,560,000 environmental review, \$82,553,000 preliminary design, and \$2,184,598,000 project costs previously allocated for Construction Package 1
\$ 2,331,000,000	project costs to be allocated for Construction Package 2-3: \$2,044,000,000 for design, construction, contingencies, construction management and program management; and \$287,000,000 for right of way acquisition
\$ 1,752,389,000	project costs to be allocated for the remainder of the FCS, and environmental review and preliminary design of the System

CEQA AND NEPA

A blended CEQA/NEPA environmental document is prepared for the project. A Notice of Determination under CEQA is anticipated to be filed in mid-May 2014 for the Fresno to Bakersfield segment, which includes the Construction Package 2-3 section. The anticipated issuance of the Record of Decision by the Federal Railroad Administration will follow in spring of 2014. It is expected that the Authority will have completed CEQA and NEPA requirements for the Fresno to Bakersfield segment prior to the time to award the design-build contract.

Real Estate Due Diligence

A certain level of due diligence will be performed prior to acquisition of each parcel along the FCS in order to set just compensation. Construction can only take place on acquired parcels.

Project Anticipated Schedule

Approve performance criteria	April 2014
Issue design-build solicitation	April 2014
Award design-build contract	November 2014
Complete construction	June 2018

Other:

- The approval of the performance criteria is necessary at this time in order to maximize the likelihood that the Authority will be able to expend the allocated Federal American Recovery and Reinvestment Act (ARRA) funds. Any funds not expended and reimbursed by ARRA by September 30, 2017 would be lost. The process to select a design-build contractor and award a contract will take approximately seven months from April to November and an additional month to award the NTP. Complicated components of this project, such as bridges and viaducts, can take multiple years to design and

construct. It is anticipated that the Authority will have Federal funding authority for Construction Package 2-3. However, the Request for Proposals (RFP) contains language that an award is subject to cancellation for any reason. Specifically, in the RFP's Instructions to Proposers, Section 6.13(a) of the "Authority's Reserved Rights" section, it provides as follows:

"The Authority reserves to itself all rights available to it under applicable law, including without limitation, the following, with or without cause and with or without notice: a. Modify, withdraw or cancel this RFP in whole or in part at any time prior to the execution of the Contract by the Authority, without incurring any costs obligations or liabilities."...

Further, the RFP provides:

"The Authority's issuance of this RFP does not constitute a commitment to undertake the Project [Construction Package 2-3] or enter into a contract for all or any portion of this Project. The decision-makers continue to retain full discretion to select a no-build alternative for the Project or to select a project that is different from the alternatives identified in the Revised Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement.... Nothing contained in this RFP is intended to modify, limit, or otherwise constrain the environmental process, or commit the Authority or any other entity to undertake any action with respect to the Project."

- The Authority will start acquiring parcels within Construction Package 2-3 once environmental clearance and site selection are completed in the spring of 2014. It is also anticipated that acquisition of some of these parcels will require eminent domain. Similarly, completion of the environmental process is a prerequisite to approving the NTP.

Proposition 1a requires the Authority to submit funding plans to request certain capital cost funding and to expend it. The most recently approved Business Plan was released in April 2012. In February 2014, the Authority released the draft 2014 Business Plan, which will be submitted to the legislature after public comment and adoption by the Authority's Board of Directors on May 1, 2014. The revised plan continues to reflect the FCS as the backbone of the System and necessary step to construction, and therefore, support the need for the release of the RFP for Construction Package 2-3 in as timely a manner possible.

Staff Recommendation: Ratify the Board's April 1, 2014 approval of performance criteria for Construction Package 2-3 of the Initial Operating Segment, Section 1.

REPORTABLES

To be presented at the meeting.