

STATE OF CALIFORNIA
CAPITAL OUTLAY
BUDGET CHANGE PROPOSAL (COBCP)
NARRATIVE PAGE (REV 06/15)

DEPARTMENT OF FINANCE
915 L Street
Sacramento, CA 95814
IMS Mail Code: A15

BUDGET YEAR 2016-17

BUSINESS UNIT: 2740 COBCP NO: 4 PRIORITY: 4 PROJECT ID: 0000943

DEPARTMENT: Department of Motor Vehicles

PROJECT TITLE: San Diego Normal Street: Field Office Replacement

TOTAL REQUEST (DOLLARS IN THOUSANDS): \$ 1,318 MAJOR/MINOR: MA

PHASE(S) TO BE FUNDED: P PROJ CAT: CRI CCCI/EPI: 6055

SUMMARY OF PROPOSAL:

This is a request for \$1,318,000 to fund the preliminary plan phase of the San Diego Normal Street DMV Field Office Onsite Replacement Project. The working drawing phase is to be funded in Fiscal Year (FY) 2017/18 for \$1,295,000 and the construction phase is to be funded in FY 2018/19 for \$16,644,000. The total project cost is estimated to be \$19,257,000. This critical infrastructure project will replace the department's space deficient and structurally unsafe field office. This building does not comply with current building codes, has ADA deficiencies, and is functionally deficient. The state-owned San Diego building is approximately 15,467 gross square feet and is 54 years old. The proposed project described in the DMV 5-Year Infrastructure Plan will provide a new, safe, appropriately sized and efficiently designed facility on the existing site for use by the Field Operations Division.

HAS A BUDGET PACKAGE BEEN COMPLETED FOR THIS PROJECT? (E/U/N/?): N

REQUIRES LEGISLATION (Y/N): N IF YES, LIST CODE SECTIONS: _____

REQUIRES PROVISIONAL LANGUAGE (Y/N) N

IMPACT ON SUPPORT BUDGET: ONE-TIME COSTS (Y/N): N FUTURE COSTS (Y/N): N

FUTURE SAVINGS (Y/N): N REVENUE (Y/N): N

DOES THE PROPOSAL AFFECT ANOTHER DEPARTMENT (Y/N): N IF YES, ATTACH

COMMENTS OF AFFECTED DEPARTMENT SIGNED BY ITS DIRECTOR OR DESIGNEE.

SIGNATURE APPROVALS:

 1/4/16
PREPARED BY DATE

 1/4/16
REVIEWED BY DATE

 1/4/2016
DEPARTMENT DIRECTOR DATE

 1/5/16
AGENCY SECRETARY DATE

DOF ANALYST USE

DOF ISSUE # _____ PROGRAM CAT: _____ PROJECT CAT: _____ BUDG PACK STATUS: _____
ADDED REVIEW: SUPPORT: _____ OCIO: _____ FSCU/ITCU: _____ OSAE: _____ CALSTARS: _____

Original Signed By:

PPBA: Sally Lukenbill

DATE SUBMITTED TO LEGISLATURE: 1-7-16

A. PURPOSE OF THE PROJECT: (problem, program need, infrastructure deficiency)

The DMV-owned San Diego field office was constructed in 1961, has numerous functional deficiencies and does not comply with current code requirements for accessibility or energy efficiency. This office processes over 281,000 transactions annually and serves hundreds of customers daily. The aging facility faces functional limitations due to multiple mechanical rooms taking up critical field office space. To address these deficiencies, DMV is proposing to demolish the existing facility, and construct a new customer service field office building onsite.

The site and new building will be designed to ensure the safety and security of customers and employees alike, will meet all current code requirements, the U.S. Green Building Council's (USGBC) Leadership in Energy, and Environmental Design (LEED) criteria, along with meeting the Zero Net Energy (ZNE) requirements and the goals set forth in the Governor's Executive Order, B-18-12.

The new structure will be designed in a manner consistent with the department's field office workflow design standards to more efficiently and effectively service customers. The project consists of the demolition of an existing 15,467 sf two-story Field Office located at 3960 Normal Ave, San Diego, CA and construction of a new Field Office on the existing site. This single-story building will be approximately 18,540 gsf on the existing site of approximately 2.46 acres. The project also includes site work, utilities, walkways, curbs, gutters, signage, landscaping, irrigation, fencing, gates, trash enclosure, site drainage, site lighting, surface parking, attached drive-test canopy, communications (fire alarm, security, tel/data), and all associated requirements to complete the construction of the facility.

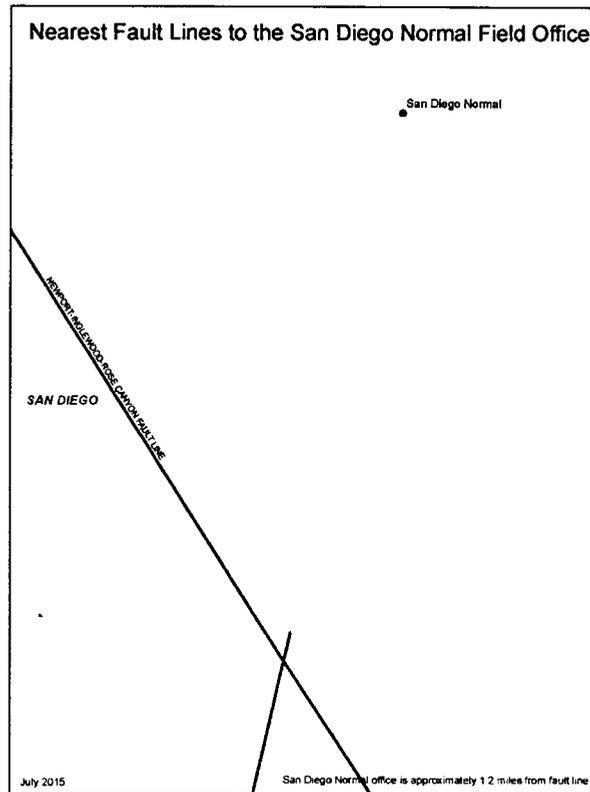
Facility Deficiencies

Health, Safety and Security Issues

- The San Diego field office has significant ADA deficiencies and requires renovations to the doors, gates, restrooms, paths of travel, parking lot, drinking fountains, stairs, and elevator to bring the building up to code.
- Due to the close proximity of the Start Here station to the main entrance, customers wait approximately one hour in line outside the building, exposing them to inclement weather prior to reaching the space deficient lobby.
- To mitigate wind issues from open doors caused by the Start Here line, barricades were installed between the Start Here station and the front entrance; however, this solution has bottlenecked the entryway and has resulted in lobby congestion.
- Deficient lobby space and crowded lobby conditions pose a hardship to disabled customers attempting to reach the ADA Start Here station and public service windows, especially near the cameras and testing room entrance.
- With insufficient seating in the public service area, customers stand in aisle-ways and in front of exit doors creating Fire/Life/Safety hazards.
- This office does not have a cash turn-in room or adequate counter space to accommodate the process; therefore, employees must cashier in the control room or a manager's workstation in clear view of customers, compromising the safety and security employees.

- Vagrants often campout under the exterior staircase awning during non-business hours and leave both trash and human waste.
- The limited space and inefficient configuration of terminals results in reduced customer privacy when conducting their transactions and increased risk of cheating on driver license tests. DMV staff cannot appropriately monitor test takers who are adjacent to the congested customer waiting area, which may lead to cheating.
- Due to the customer demographics of this office, person-to-person examinations are in high demand and are an operational requirement. However, the field office lacks a dedicated space to conduct person-to-person and American Sign Language DVD tests and must administer them in the employee work area. Allowing customers to be escorted through the restricted area where employees are accessing personal information poses a severe privacy and security risk to the public.
- Cars continuously enter/exit the parking lot from the wrong direction. This poses a safety risk for other vehicles and pedestrians. Many drivers have been observed driving on the sidewalks in order to re-enter or exit the correct way, also posing serious risk to other drivers and pedestrians.
- There is insufficient space on the property to accommodate vehicles as they are queued up for the drive test/vehicle verification carport. Lines of waiting vehicles often extend onto the public road, causing congestion and posing a safety concern.
- The facility is located in the center of the property, splitting the parking lot on either side of the building. Customers parking in the south parking lot must walk directly through the motorcycle skills test area, embedded in the path of travel of customers crossing from the building into the parking lot and for vehicles exiting the vehicle verification lane. This increases the risk of injuries and accidents to not only for the motorcycle skills test applicants, but also to the examiners and other customers walking to and from the facility to their vehicles.
- A seismic study was completed in July 2015. The overall Seismic Risk Rating given to the building was six out of seven, seven being the highest risk rating for potential damage to the building and occupants. The Implied Risk to Life was listed as "Severe". Therefore, the potential risk for structural damages are expected to be high during a moderate to severe seismic event. The study noted 14 non-compliant items six of which are structural:
 - Vertical stresses and lower supports strength of the second floor weight of the structure, where the wood shear walls at the second floor are supported on brace frames at the first floor, are above the current allowable maximum structural supported weight.
 - Deterioration of the wood structure in the mechanical equipment room affects the shear walls at both the first and second floors do not meet the checklist required support strength for a structural panel sheathed wall.
 - The design diaphragms of beams or trusses have a span of 50 feet which exceeds the current 40 feet or less requirement.
 - The structural support diagonal braces of the brace frame have a ratio greater than the current 120 kl/r ratio requirement.
 - The brace connections, steel ties and structural steel brackets are not to current performance standards.
 - The first floor ceiling bracing does not have the current required construction code bracing for structural integrity to support the second floor. The brace connections do not develop the yield capacity and flexibility of the diagonals and may separate or break

during a seismic event. It is more desirable to have inelastic structural strength behavior in a member than a connection.



Building Deficiencies

- The facility has a second floor work area that previously housed a Telephone Service Center and Driver Safety Office, both of which have been relocated. The additional story is much smaller than first floor and due to structural walls, cannot be reconfigured to provide public access.
- The restrooms are inadequate for a building this size with both the men and women's restrooms each having only one stall. Customers must use the lobby space near the employee work area entrance and drive test check-in line to wait.
- The plumbing infrastructure underground is inadequate causing both the toilets and sinks to regularly back-up and forcing bathroom closures in both public and employee restrooms for extended periods of time.
- The electrical management system is inefficient for modern technology resulting in frequent unplanned power shutdowns from open circuit breakers.
- The office doors often remain open to accommodate the Start Here lines that continually overflow out the door, thus causing the heating, ventilating, and air conditioning (HVAC) system to be overworked and energy inefficient.
- The office has on-going issues with maintaining adequate heating and cooling. Complete replacement of the HVAC system is necessary, and the Department of General Services (DGS) estimated the replacement cost to be \$1.2 million. Until such a time that funding is in place, interim repairs are being continually made as multiple service requests are received monthly.

- The roof has sustained damage and complete replacement necessary for an estimated cost of \$350,000.
- Customers standing in the lobby interfere with the paths of travel to the public counter, testing area, restrooms, exit, etc. Due to the snake-like configuration of the lobby and associated challenges with navigating to the appropriate windows, approximately 15 customers miss their queue tickets being called on a daily basis. A customer who misses his/her number will cause further delay by interrupting the Start Here line to be placed back in the queue, often accompanied by the customer expressing their anger.
- The existing footprint is insufficient in size and configuration and cannot be renovated to meet operational needs due to hard walls and restroom orientation/access requirements.
- The office reports having up to 200 customers waiting to be served at one time. Because the undersized lobby only accommodates 100 chairs, over half of the customers waiting to be served are standing in the lobby aisle ways, blocking the entry/exit doorways, or waiting outside. Customers often bring other family members or friends when visiting the office, further increasing the number of people in the lobbies and outside.
- Because the control room must be utilized for the cash turn in process, it is significantly undersized and only has counter space for two-to-three employees to turn-in at one time. This lack of space requires employees to sign off their terminals 30 minutes prior to the end of their shift, when an appropriate amount of time is only fifteen minutes.
- The driver license (DL) knowledge testing area is deficient and spans across half the perimeter of the public service lobby. On average, ten customers must wait in the congested lobby prior to taking their test.

B. RELATIONSHIP TO THE STRATEGIC PLAN:

This project meets the departmental Strategic Plan goal to enhance services to our internal and external customers. In the 2016/17 5-Year Infrastructure Plan, the department identified eight guiding principles for assessing future space needs and development strategies. Of the eight guiding principles, this proposal supports three, which are shown below:

- Guiding Principle 2 – Maximize the performance of the infrastructure by ensuring maximum capacity utilization of existing computer terminals, space and staff resources.
- Guiding Principle 3 – Enhance service delivery to customers by designing office configurations to move customers efficiently through offices and providing workstations designed to maximize productivity.
- Guiding Principle 6 – Utilize energy efficient and sustainable building design and construction methods that are in accordance with Executive Orders issued by the Governor, State of California's Green Action Plan, the California Green Building Standards Code, and the USGBC's LEED rating system

C. ALTERNATIVES:

Alternative 1: Demolish the existing building and construct a single-story facility onsite, utilizing the capital outlay methodology.

Scope: Demolish the existing building and construct a new San Diego DMV customer service field office on the existing site.

Cost: Estimated \$ 19,257,000

Funding Source: Motor Vehicle Account, State Transportation Fund.

Benefits/Detriments:

Benefits:

- Meets all California Building Code, Fire/Life/Safety, and ADA code requirements.
- Allows the facility to be constructed as a right sized building.
- Utilizes the existing site of state-owned land.
- Provides safe parking lot exit pathways.
- Provides a safer environment for motorcycle tests.
- Eliminates the safety issues on the adjacent public streets.
- Provides a safer environment for motorcycle tests.
- Reduces customer lines and wait times.
- Resolves critical space deficiencies.
- Meets State Administrative Manual (SAM) requirements.
- Designed to meet LEED and ZNE design criteria.
- Utilizes the existing site of state-owned land.

Detriments:

- Requires additional funding.

Alternative 2: Relocate into a new, state owned facility through site acquisition.

Scope: Acquire the necessary land to address population growth (4.23 acres) and construct a new facility with surface (non-structured) parking.

Cost: \$ 29,784,800

Funding Source: Motor Vehicle Account, State Transportation Fund.

Benefits/Detriments:

Benefits:

- Resolves health and safety, ADA, and Fire/Life/Safety issues.
- Eliminates noncompliance of ADA and California Building Codes.
- Enables the department to meet customer service demands for San Diego and surrounding communities.
- Provides safe parking lot exit pathways.
- Eliminates the safety issues in the customer parking lot, drive test, and verification areas.
- Eliminates the safety issues on the adjacent public streets.
- Provides a safer environment for motorcycle tests.
- Reduces customer lines and wait times.
- Resolves critical space deficiencies.
- Meets SAM requirements.
- The new building will meet today's needs and standards and accommodate population growth for future needs.

Detriments:

- There may not be any suitable parcels of land available in the San Diego area to house a DMV office.
- Much higher costs to acquire a new land site.

Alternative 3: Relocate the San Diego field office into a new, leased facility utilizing the build-to-suit methodology.

Scope: Work with the DGS to determine a suitable parcel of land to design a leased build-to-suit facility.

Estimated Cost: \$ 928,000 one-time costs and \$2,447,000 (12 months on-going costs)

Funding Source: Motor Vehicle Account, State Transportation Fund

Benefits/Detriments:

Benefits:

- Resolves health and safety, ADA, and Fire/Life/Safety issues.
- Eliminates noncompliance of ADA and California Building Codes.
- Enables the department to meet customer service demands for San Diego and surrounding communities vides safe parking lot exit pathways.
- Eliminates the safety issues in the customer parking lot, drive test, and verification areas.
- Eliminates the safety issues on the adjacent public streets.
- Provides a safer environment for motorcycle tests.
- Reduces customer lines and wait times.
- Resolves critical space deficiencies.
- Meets State Administrative Manual (SAM) requirements.
- Requires less upfront costs to lease compared to capital outlay.

Detriments:

- The state does not own the real estate asset at the end of use.
- Finding suitable land that meets DMV's needs in this area may not be a possibility.
- Leasing costs more money in the long-term.

D. RECOMMENDED SOLUTION:

1. Which alternative and why?

Alternative #1, onsite replacement with a single-story office will allow DMV to comply with all California Building Code and ADA requirements. In addition, it will allow the department to achieve LEED –New Construction (NC) Silver Rating and ZNE building requirements while utilizing state-owned land.

2. Detail scope description.

Demolition of the existing facility and construction of a new single-story building that will be approximately 18,540 gsf on the existing site of approximately 2.46 acres. The project also includes site work, utilities, walkways, curbs, gutters, signage, landscaping, irrigation, addition of fencing, gates, trash enclosure, site drainage, site lighting, surface parking, attached drive-test canopy, communications (fire alarm, security, data), and all associated requirements to complete the construction of the facility. The project shall be designed to LEED-NC Silver and will also be a ZNE building.

3. Basis for cost information.

See attached three page cost estimate prepared by the Department of General Services.

4. Factors/benefits for recommended solution other than the least expensive alternative.

Constructing a single-story building onsite will allow the state to utilize its existing asset while meeting Field Operations Division's program standards. In addition, by completing an onsite replacement, the state will achieve LEED-NC Silver and ZNE requirements.

5. Complete description of impact on support budget.

A support BCP will be submitted for swing space in FY 2017/18.

The department anticipates submitting a future support BCP for the replacement office for one-time costs (modular systems furniture, lobby chairs, conventional furniture, signs, telecommunications, etc).

6. Identify and explain any project risks.

None.

7. List requested interdepartmental coordination and/or special project approval (including mandatory reviews and approvals, e.g. technology proposals).

- a. State Fire Marshal - Fire/Life Safety Review
- b. Department of General Services, Real Estate Services Division - Design and Construction
- c. Public Works Board - Approval to proceed to Working Drawing phase of project
- d. Division of the State Architect – Review and approval of plans for Access Compliance

E. CONSISTENCY WITH GOVERNMENT CODE SECTION 65041.1:

1. Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how? Explain.

Yes, this project will redevelop an existing state-owned parcel.

Although it is not viable to rehabilitate the existing facility to meet DMV's program needs, the department plans to perform phased demolition and construction resulting in a new DMV customer service facility to support the needs of the San Diego community.

2. Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources? Explain.

Yes, this project will improve the protection of environmental resources, as it will be compliant with the Governor's Executive Order B-18-12 and will be a project designed to meet the USGBC's Leadership in LEED rating criteria.

3. Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth? Explain.

Yes, this project will be developed and designed to ensure compliance with local development guidelines and smart-growth strategies.

STATE OF CALIFORNIA

Budget Year 2016-17

CAPITAL OUTLAY BUDGET CHANGE PROPOSAL (COBCP)

Proj ID: 0000943

FISCAL DETAIL WORKSHEET

Department Title: Department of Motor Vehicles

BU/Entity: 2740

Project Title: San Diego Normal Street: Field Office Replacement

Program ID: 2155

Program Category: Other - Critical Infrastructure

COBCP #: 4

Program Subcategory:

Priority: 4

MA/MI: MA

Identify all items which fit into the categories listed below. Attach a detailed list if funding is included in this request. Provide descriptions and summary estimates for items for which you plan to request funding in the future. When possible, identify funding needs by fiscal year (BY+1 through BY+4).

PROJECT RELATED COSTS		COST	TOTAL
AGENCY RETAINED:			
None			
TOTAL AGENCY RETAINED			0
GROUP 2 EQUIPMENT			
TOTAL GROUP2 EQUIPMENT			0
IMPACT ON SUPPORT BUDGET		COST	TOTAL
ONE-TIME COSTS			
TOTAL SUPPORT ONE-TIME COSTS			0
ANNUAL ONGOING FUTURE COSTS			
TOTAL SUPPORT ANNUAL COSTS			0
ANNUAL ONGOING FUTURE SAVINGS			
TOTAL SUPPORT ANNUAL SAVINGS			0
ANNUAL ONGOING FUTURE REVENUE			
TOTAL SUPPORT ANNUAL REVENUE			0

STATE OF CALIFORNIA

CAPITAL OUTLAY BUDGET CHANGE PROPOSAL (COBCP)

SCOPE/ASSUMPTIONS WORKSHEET

Budget Year 2016-17

Proj ID: 0000943

Department Title:	Department of Motor Vehicles	BU/Entity:	2740
Project Title:	San Diego Normal Street: Field Office Replacement	Program ID:	2155
Program Category:	Other - Critical Infrastructure	COBCP #:	4
Program Subcategory:		Priority:	4
		MA/MI:	MA

Project Specific Proposals: For new projects provide proposed Scope language. For continuing projects provide the latest approved Scope language. Enter Scope language in cell A110.

Conceptual Proposals: Provide a brief discussion of proposal defining assumptions supporting the level of funding proposed by fiscal year in relation to outstanding need identified for that fiscal year. (Also include scope descriptions for BY+1 through BY+4 in cell A110).

This critical infrastructure project will replace the department's space deficient and structurally unsafe field office. This building is also inefficient, non-compliant (California Building Code) and functionally deficient. The state-owned San Diego building is approximately 15,467 gross square feet and is 54 years old. The proposed project described in the DMV 5-Year Infrastructure Plan will provide a new, safe, appropriately sized and efficiently designed facility on the existing site for use by the Field Operations Division.

**DEPARTMENT OF GENERAL SERVICES
REAL ESTATE SERVICES DIVISION - PROJECT MANAGEMENT AND DEVELOPMENT BRANCH
PROJECT COST SUMMARY**

PROJECT:	DMV San Diego Field Office Replacement	STUDY ESTIMATE:	S5DMV204FP
LOCATION:	San Diego, CA	EST. / CURR'T. CCCI:	6055 / 6055
CUSTOMER:	Department of Motor Vehicles	DATE ESTIMATED:	7/21/2015
DESIGN BY:	0	ABMS NO:	0
PROJECT MGR:	D. Elliott	PREPARED BY:	AW
TEMPLATE:	Design / Bid / Build	DOF PROJ. I.D. NO.:	0

DESCRIPTION

The project consists of the demolition of an existing 14,319 sf two-story Field Office located at 3960 Normal Ave, San Diego, CA and construction of a new Field Office on the existing site. This single-story building will be approximately 18,540 gsf on the existing site of approximately 2.46 acres. The project also includes site work, utilities, walkways, curbs, gutters, signage, landscaping, irrigation, fencing, gates, trash enclosure, site drainage, site lighting, surface parking, attached drive-test canopy, communications (fire alarm, security, tel/data), and all associated requirements to complete the construction of the facility. The project shall be designed to LEED-NC Silver and will also be a Zero Net Energy Building.

ESTIMATE SUMMARY

Existing Building/Site Demolition	\$800,000
Sitework (107,157 SF @ \$15/sf)	\$1,607,400
Building (18,540 SF @\$350/sf)	\$6,489,000
Utility Fees	\$200,000
Zero Net Energy (25% of Building Costs)	\$1,622,300

ESTIMATED TOTAL CURRENT COSTS:	JULY 2015	\$10,718,700
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Adjust CCCI From 6055 to 6055	\$0
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ESTIMATED TOTAL CURRENT COSTS ON JULY 2015	\$10,718,700
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Escalation to Start of Construction 43 Months @ 0.42% / Mo.:	\$1,935,800
Escalation to Mid Point 8 Months @ 0.42% / Mo.:	\$360,100

ESTIMATED TOTAL CONTRACTS:	\$13,014,600
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Contingency At: 5%	\$650,700
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ESTIMATED TOTAL CONSTRUCTION COST:	\$13,665,300
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**SUMMARY OF COSTS
BY PHASE**

PROJECT: DMV San Diego Field Office Replacement
 LOCATION: San Diego, CA
 ABMS #: 0

STUDY ESTIMATE: S5DMV204FP
 DATE ESTIMATED: 7/21/2015

CONSTRUCTION DURATION: 16 MONTHS
 ESTIMATED CONTRACT: \$13,014,600 \$13,014,600
 CONSTRUCTION CONTINGENCY: \$650,700 \$650,700
 TOTAL: \$13,665,300 \$13,665,300

CATEGORY	ACQUISITION STUDY 00	PRELIMINARY PLANS 01	WORKING DRAWINGS 02	CONSTRUCTION 03	TOTAL
ARCHITECTURAL AND ENGINEERING SERVICES					
A&E Design		\$593,800	\$656,100	\$313,000	\$1,562,900
Construction Inspection				\$520,600	\$520,600
Construction Inspection Travel				\$221,200	\$221,200
Builders Risk Insurance				\$130,100	\$130,100
Advertising, Printing and Mailing		\$0	\$25,000		\$25,000
Construction Guarantee Inspection				\$65,100	\$65,100
SUBTOTAL A&E SERVICES	\$0	\$593,800	\$681,100	\$1,250,000	\$2,524,900

OTHER PROJECT COSTS					
Special Consultants (Soils/Survey)		\$190,000	\$190,000	\$140,000	\$520,000
Materials Testing				\$195,200	\$195,200
Project/Construction Management		\$210,400	\$265,900	\$381,000	\$857,300
Contract Construction Management			\$75,000	\$667,000	\$742,000
Site Acquisition Cost & Fees					\$0
Agency Retained Items					\$0
SBE/DVBE Assessment				\$43,100	\$43,100
School Checking			\$0		\$0
Hospital Checking			\$0		\$0
Essential Services			\$0		\$0
Accessibility Checking			\$17,300		\$17,300
Environmental Document (Neg Dec)		\$300,000	\$25,000	\$25,000	\$350,000
Due Diligence		\$7,500			\$7,500
Other Costs - (SFM)		\$0	\$25,000	\$75,000	\$100,000
Other Costs - (Permit/Reg. Fees)					\$0
Other Costs - (ARF Assessment)	\$0	\$16,000	\$15,800	\$202,700	\$234,500
SUBTOTAL OTHER PROJECT COSTS	\$0	\$723,900	\$614,000	\$1,729,000	\$3,066,900

TOTAL ESTIMATED PROJECT COST	\$0	\$1,317,700	\$1,295,100	\$16,644,300	\$19,257,100
LESS FUNDS TRANSFERRED	\$0	\$0	\$0	\$0	\$0
LESS FUNDS AVAILABLE NOT TRANSFERRED	\$0	\$0	\$0	\$0	\$0
CARRY OVER	\$0	\$0	\$1,317,700	\$2,612,800	
BALANCE OF FUNDS REQUIRED	\$0	\$1,317,700	\$2,612,800	\$19,257,100	\$19,257,100

FUNDING DATA & ESTIMATE NOTES

PROJECT: DMV San Diego Field Office Replacement
 LOCATION: San Diego, CA
 ABMS#: 0

STUDY ESTIMATE: S5DMV204FP
 DATE ESTIMATED: 7/21/2015

FUNDING DATA

<u>Chapter / Item</u>	<u>Phase</u>	<u>Amount</u>	<u>Totals</u>
Fund Transfers			
N/A	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
Total Funds Transferred			<u>\$0</u>
Funds Available Not Transferred			
N/A	0	\$0	
0	0	\$0	
0	0	\$0	
0	0	\$0	
Total Funds Available not Transferred			<u>\$0</u>
Total Funds Transferred and Available			<u><u>\$0</u></u>

ESTIMATE NOTES

1. The construction costs in this estimate are indexed from the CCCI Index as of the date of estimate preparation to the CCCI index that is current as of JULY 1, 2015. The project estimate is then escalated for a 8 month period to an assumed construction midpoint. Additionally, the project has been escalated to the assumed start of construction.
2. The Agency may have retained items that are not included in this estimate. RESD has not verified Agency retained pricing.
3. Special Consultant costs include Survey w/ Topo Map, Geotechnical, Asbestos / Lead Survey & Monitoring, Utility Design Fees and Zero Net Energy.
4. Assumes start of Preliminary Plans in FY 16/17, Working Drawings in FY 17/18 and Construction in FY 18/19.
5. Estimate assumes DMV has vacated site and contractor controls entire site during construction. No parking would be available for the Farmer's Market.

6. 0

7. 0

8. 0

9. 0

10. 0