

## AAC CLMS Cost Detail

The following data was pulled from the Caltrans Land Management System (CLMS) feasibility study report, submitted and reviewed in 2001. The Department of Finance has required an integration study before the project can proceed. This delay, together with the State's budgetary constraints, leave the project schedule and budget in limbo. The full effects of the delays are unknown.

Caltrans Right of Way is responsible for appraising and acquiring over 2,100 parcels annually with a total Capital Outlay budget exceeding \$229 million. Nearly 1,700 rental accounts are managed around the State. Legislative changes in recent years require much closer monitoring and reporting of activities to local governments. The Right of Way Division utilizes six separate mainframe systems to manage and track its program. The department has recognized for some time that these systems are in need of replacement with current technology that will integrate the business processes of the central headquarters in Sacramento with district offices throughout the State. Use of the existing systems have created the following problems:

- Milestones can be missed without warning because there is no focus on critical dates
- Right of Way data is inaccessible for management analysis and project management
- It is difficult to search and update data
- It is necessary to enter the same data in multiple systems
- The systems are inflexible and do not collect all of the data needed.
- It is impossible to utilize system data in completing correspondence and forms
- Continued use of mainframe COBOL programs results in clumsy, unfamiliar navigation and increasing expense to maintain and enhance

The State of Virginia Department of Transportation (VDOT) developed and implemented a new right of way system in the fall of 1999. Caltrans Right of Way staff and management have evaluated the applicability of this system for California with VDOT Right of Way staff and their development consultants. Much of the Right of Way process and functionality for both states are mandated by Federal legislation or required by the Federal Highway Administration, resulting in a high degree of similarity. Virginia's Right of Way staffing is also comparable to that of California.

Despite the similarities between the two States, significant modifications will be necessary to the VDOT software in order it to be useful here in California. The system would need to be enhanced to provide capital tracking, which is not the responsibility of VDOT Right of Way. Interfaces to other Caltrans systems will also have to be added or revised from their Virginia equivalents. These interfaces will include other existing legacy systems as well as new systems which are currently under development. For example, Right of Way's current Property Management system interfaces with the Department's accounting system. This accounting functionality will have to be reproduced in the new system. Modifications will also be necessary in order to generate Caltrans forms instead of their VDOT counterparts.

Adoption of the modified VDOT system would address all of the shortcomings identified with the existing systems and result in annual savings and revenue enhancements of over \$5.7 Million.

Other solutions, including modification of the existing systems and creation of a new system from scratch, were evaluated and rejected as being more expensive and/or not providing the benefits found with modification of an existing system. Basing the new Caltrans Right of Way system on the successful implementation from another State should result in quicker development time and a much more effective and polished end product.

Total project costs are shown in the table below:

<i>One-time costs:</i>	
Staff*	\$2,090,636
Hardware/Software	\$460,600
Data Center Services	\$18,000
Contract Services	\$2,238,907
Other – Training	\$77,400
<b>Total One-time IT Costs</b>	<b>\$4,885,543</b>

\* No permanent staff added. Cost reflects staff overtime and temporary contract positions. Specialized technical experience would be transferred to existing Caltrans IT support personnel.

The new system will:

- Increase revenues.
- Improve management access to information.
- Minimize loss of Federal funding
- Replace six existing legacy systems in Right of Way with a single, integrated, standards compliant, corporate database that serves all Right of Way Program users.

The business case is solid. The savings are clear and measurable; CLMS pays for itself within two years. The existing “legacy” systems are becoming increasingly difficult to maintain while failing to provide the information necessary to manage our business. This project has been reviewed and approved by Caltrans’ ITMC, the Director and Agency. The FSR for this project received conditional approval from the Department of Finance.