



Third Quarter Fiscal Year 2014-15 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



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The project delivery report is prepared quarterly approximately 45 days after the end of the quarter in November, February, May, and November.

Executive Summary

Purpose of Report

This report provides project delivery information on transportation projects for which the California Department of Transportation (Caltrans) was fully responsible for the development and construction management. The report is intended to cover reporting requirements required by California statutes and California Transportation Commission resolutions. This report fulfills Caltrans' project delivery reporting requirements.

Project Milestones and Accomplishments

Caltrans is highlighting projects that achieved a major milestone or significant accomplishment in the past quarter. Project milestones and accomplishments from prior quarters are provided in the appendix for the end-of-year annual report.

Project Approved, Environmental Document Completed (major projects):

- *Santa Barbara State Route 101 South Coast High Occupancy Vehicle Lanes project approved. \$330 million project completed environmental document and project approval.*

Open to Traffic:

- *Prunedale Improvement Project ribbon cutting was October 27, 2014. This project has constructed major operational and safety improvements including interchanges to address the safety and congestion issues on State Route 101 within the Prunedale Corridor.*
- *Fresno / Madera - 99 San Joaquin River 6-Lane project ribbon cutting is scheduled on May 29, 2015. The Route 99 Corridor program funded this project to add one lane in the median in each direction and to replace the San Joaquin River bridges. This project has reduced congestion, contributed to more efficient travel of goods, and improved safety.*

Corridor Mobility Improvement Account Program bond projects completed in the past quarter:

- *Santa Maria Bridge Widening*
- *I-5 North Coast Corridor HOV Lanes*

State Route 99 Corridor Program bond projects completed in the past quarter:

- *Chico Auxiliary Lanes.*
- *Manteca Widening – Widen and add auxiliary lanes.*

Innovation:

- *First High Tension Cable Barrier installed on US 101 in Monterey county, in the San Luis Obispo District.*

Performance Measures

Our Commitment to Delivery

Delivery of capital programs is one of the most essential functions that Caltrans does to preserve, protect, and enhance system performance of the state highway system. Operational improvement projects help the existing highway system function more efficiently. System preservation projects (such as bridge rehabilitation and pavement rehabilitation) help the highway system last longer and decrease maintenance costs. Safety projects reduce traffic accident fatalities and serious injuries. System expansion projects add capacity by adding lanes or constructing new highways to reduce congestion.

Measuring and reporting performance on project milestones shows how well we are meeting our commitments to deliver projects as committed in our primary work programs: the State Transportation Improvement Program and the State Highway Operations and Protection Program and for local projects where we are providing project services.

Measures - 2nd Quarter Fiscal Year 2014-15									
Measure	Year-To-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Delivered	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Delivery									
Projects Ready for Construction	152	197	77	343	44	337	98	100	☒ 6 very high risk projects
Capital Value Ready for Allocation (millions)	\$572.4	\$1,323.0	43	\$2,633.1	22	\$2,581.2	98	100	☒ 6 very high risk projects
Project Approval, Environmental Documents									
Projects Approved	171	211	81	258	66	237	92	90	✓ On target to meet goal
Draft Environmental Documents Completed	51	61	84	74	69	68	92	80	✓ On target to meet goal
Right of Way									
Projects Certified	214	223	96	335	64	328	98	100	☒ 6 very high risk projects
Allocation Funds Committed	\$104.9	NA	NA	\$163.0	64	\$163.0	100	100	✓ On target to meet goal
Construction									
Contracts Accepted	129	141	91	174	74	161	93	95	△ high risk to meeting goal
Closeout Costs									
State Transportation Improvement Program Costs	36	NA	95	NA	95	NA	95	< 100	✓ On target to meet goal
State Highway Operations and Protection Program Costs	132	NA	93	NA	93	NA	93	< 100	✓ On target to meet goal
Legend									
✓ It is expected that Caltrans will meet the delivery goal. △ There is high risk on enough projects that Caltrans may not meet the delivery goal. ☒ It is likely that Caltrans will not meet the delivery goal.									

Project Watch List

Caltrans identifies projects deemed "at risk" for budget or schedule on a watch list. Projects are continuously monitored to ensure issues affecting the budget, scope, or schedule are brought to the attention of managers and transportation stakeholders to resolve or minimize issues.

The project watch list will change from one quarter to another (projects dropped or added) as supplemental funds are approved, budget risks are mitigated, and schedule risks are resolved. Since the report is prepared quarterly, in order to keep projects on track to award, there may be supplemental funds request or costs requiring additional funds prior to award presented to the Commission for approval on new projects between reports.

Budget Risk (Supplemental Funds)

In managing construction capital budgets, Caltrans balances risk in project budgeting with the need to ensure that an appropriate mix of projects are brought forward in sufficient quantities to use our annual federal obligation authority. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting budget change requests to the Commission, Caltrans robustly examines each request to validate costs and evaluate options. In the past five years, 97 percent of construction projects were completed within the Commission's capital allocation and Caltrans delegated funding authority.

Caltrans currently has 608 projects valued at \$11.0 billion under construction. We have identified risks below on 29, or 4.7 percent of the projects in construction.

Caltrans is categorizing risks and the potential for supplemental funds as follows:

Status	Projects	Construction Capital	Construction Support	Risk	Approved Budget	Notes
Completed or Nearly Complete	12	11		\$ 25-30 million	Construction Capital \$ 246 million	If supplemental funds are needed, this will occur in the next six months.
			1	\$ 3-5 million	Construction Support \$ 27 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
Construction in Progress	17	13	3	\$ 90-100 million	Construction Capital \$ 841 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
		3		Doyle Drive, Gerald Desmond Bridge, and Willits Bypass are special cases and carry unique risks.		
TOTALS	29	27	4			

Risks are categorized as: VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher = Same ↓ Lower than last report
A Project added D Project to be dropped

Notes: ★ STIP - State Transportation Improvement Program, SHOPP State Highway Operations and Protection Program, CMAQ - Congestion Management and Air Quality Program
 ◇ Costs are in millions. Capital costs include right of way and construction.

Construction Projects Completed or Nearly Complete

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Ed	50	Water Quality Improvements	STIP, SHOPP	\$33.4	\$18.1	VH ↑	Construction Capital
<i>Proposed for the June meeting is a request for supplemental funds to close-out the construction contract. Issues include claims for utility relocations, unforeseen utility conflicts, and design changes. Caltrans has evaluated claims and negotiated with contractor to minimize potential supplemental amount.</i>							
Mer	99	Bridge Enhancement	STIP TEA	\$0.9	\$0.6	VH A	Construction Support
<i>Proposed for the August meeting will be a request for supplemental funds to close out the construction contract. The support cost overrun was caused by major increase in working days from an original planned 45 days to 123 actual days. The increased working days were due to weather constraints, specification for anti-graffiti coating, and under estimation of roadway excavation.</i>							
Sol	80	Relocate Cordelia Truck Scales	Bond, SHOPP	\$31.8	\$29.1	H ↓	Construction Capital
<i>Supplemental funds may be needed to settle a remaining claim to address cracked jointed concrete pavement that may go to arbitration. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Additional funds may be needed to complete construction, settle claims and to closeout construction contract. (a) On the March agenda is a supplemental funds request for change orders and potential claims that have been resolved, for modifications to the fire protection supply line, unsuitable materials, additional settlement of the embankment, highway patrol infrastructure design changes, revisions to utility connections, and waterproofing (funds approved at March meeting).</i>							
Ala	880	Replace High Street Bridge	SHOPP	\$84.8	\$32.4	H =	Construction Capital
<i>Potential claims include claims for rebar escalation, item adjustment, contaminated soil disposal. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.</i>							
LA	10	Metal Beam Guardrail	SHOPP	\$2.7	\$3.3	H =	Construction Capital
<i>Additional funds may be needed to close-out construction contract. Issues include quantities (to meet field conditions), right of way delay, and costs to remove a fixed object. During construction, contractor encountered existing underground electrical systems and buried man-made objects that conflicted with contract work. Crash cushions hit and damaged during construction need to be replaced. Work is safety related, not recommended to eliminate safety elements.</i>							
LA	405	Widen Highway	SHOPP	\$22.3	\$13.5	H =	Construction Capital
<i>Additional funds may be needed to close-out construction contract and pay interest on claims with merit. Project is completed. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.</i>							
Tuo	108	Sonora Bypass	Bond, STIP	\$27.0	\$14.4	H =	Construction Capital
<i>Storm water fine exceeds remaining budget. Responsibility for payment of fine to be resolved. Potential for additional funds is dependent on whether state or contractor is determined to be responsible for payment.</i>							
Ora	39	Curb Ramps	SHOPP	\$2.4	\$1.9	H A	Construction Capital
<i>Additional funds may be needed to close-out the construction contract due to notices of potential claims for delays due to additional construction surveys needed and to fund change orders. The contract is complete.</i>							
Ora	39	Sidewalk, Culvert	Minor	\$1.1	Minor	H =	Construction Capital
<i>Additional funds may be needed to close-out the construction contract due to notices of potential claims for unsuitable material or additional import borrow. The contract was completed and accepted. Three claims were determined to have no merit, and change orders for three others were presented to the contractor which he has not agreed to.</i>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
But	99	Chico Auxiliary Lanes	STIP, Bond	\$28.0	\$9.9	M A	Construction Capital
<i>Additional funds may be needed to close-out the construction contract due to notices of potential claims the department is currently evaluating. The contract is complete.</i>							
SM	1	Pond Repair	STIP	\$1.3	\$1.3	M =	Construction Capital
<i>Additional funds may be needed to resolve environmental requirements. There is an environmental obligation for mitigation requirements. The district is evaluating options to meet project obligation within available funding options.</i>							
SBd	62	Colorado Bridge Replacement	SHOPP	\$29.9	\$10.5	M ↓	Construction Capital
<i>Additional funds may be needed to close-out construction contract. Currently, project has a forecasted positive balance. Contractor has requested additional compensation beyond the State's forecast. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. All roadwork has been completed and project is in plant establishment period.</i>							

Construction Projects In Progress

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Sac	80	Sac I-80 Across The Top	STIP, SHOPP, Bond	\$105.8	\$27.2	H =	Construction Capital
<i>Potential for additional funds rising from need to replace cracked pavement in newly constructed lanes. Issues claimed include mix design changes, cost escalation, time related overhead, interest, material and labor costs. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.</i>							
SF	101	Doyle Drive	STIP	\$852.0		H =	Construction Capital
<i>Commissioners on the project delivery council were briefed on the project on March 18, 2015. The project team continues to work through substantial completion (anticipated Sep. 2015). Proposed for the May meeting is a request for additional funds for differing site conditions and proposed settlement of certain contract disputes. (funds approved at May meeting)</i>							
Son	12	Laguna De Santa Rosa Bridge	SHOPP	\$11.2	\$6.8	H =	Construction Capital
<i>Additional funds may be needed due to delay in the gas and electric utility relocation which caused an additional construction season. Contractor had planned to start work in the creek in August 2014, but was unable to do so.</i>							
Tul	99	Goshen to Kingsburg 6 Lane	Bond	\$78.8	\$22.6	H = H =	Construction Capital Construction Support
<i>Potential for additional funds to settle claims. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Support costs have increased because the project has been extended from three years to four years.</i>							
Tul	99	Tulare to Goshen North 6-Lane	Bond, STIP	\$38.7	\$10.8	H A H A	Construction Capital Construction Support
<i>Potential for additional funds to settle claims. Capital and support costs have been increased due to discovering unexpected utility conflicts.</i>							
LA	710	Gerald Desmond Bridge	Local, Bond, SHOPP	\$1,156.0	Design Build	H A	Construction Capital
<i>Project is being implemented by the Port of Long Beach as a design build project. The project contingency budget has been reduced to a small balance after settlement of all the time related claims. It is anticipate that additional funds may be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the Risk Management Plan.</i>							
LA	710	Long-life pavement	SHOPP	\$119.3	\$31.2	H =	Construction Capital
<i>Potential need for additional funds to settle outstanding claims. Working to identify potential conflicts in upcoming stages and phases of the work.</i>							
LA	1	Repair failed slope	SHOPP	\$7.3	\$3.5	H =	Construction Capital
<i>As a result of inverse law suit from adjacent property owner, additional funds is required for the lawsuit settlement, and to redesign and construct a taller wall. Since project has been under suspension for an extended period of time, Contractor would be requesting a contract price adjustment, requiring additional funding.</i>							
SBd	138	Widening (Phase 1A)	STIP	\$52.0	\$30.3	H A	Construction Support
<i>Construction support may increase due to the need for full time environmental monitoring during construction, and support cost escalation.</i>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
SI	12	Bouldin Island Rehabilitation	SHOPP	\$35.9	\$9.7	H ↑	Construction Capital
<p><i>There is a potential for additional funds due to discrepancies in bid items and larger than anticipated settlement of fill material. Evaluating new alignments to avoid areas where failure of the subsurface soils has occurred. Value engineering change proposals have been proposed to save money. Temporary drainage and irrigation pipelines have been eliminated to reduce costs due to the dry weather. Recently, there has been an embankment failure at one location on constructed improvements, which will necessitate additional costs to correct.</i></p>							
Sha	5	Bridge Replacement	SHOPP	\$125.0	\$43.0	M =	Construction Capital
<p><i>Additional funds may be needed to settle 27 outstanding claims due to differing site conditions on foundations. Dispute resolution hearings for all but three of the claims have been held. Working through results and disputes with legal. Caltrans believes claims have no merit.</i></p>							
Men	101	Willits Bypass	STIP	\$209.1	\$99.7	M =	Construction Capital
<p><i>Additional funds for construction capital were approved Dec. 10, 2014, based on a 50 percent confidence level of risks. Significant risks remain to complete the construction project. A Risk Management Plan has been implemented. The Project Delivery Team continues to monitor all identified risks and update the risk management plan on a regular basis to complete the project within the funds approved in December, 2014. Risks are being mitigated by accelerating work at the Southern Interchange and Floodway Viaduct, and by redesigning the Northern Interchange to avoid impacts to wetlands and to avoid a potential one year delay.</i></p>							
SCI	9	Realignment	SHOPP	\$5.7	\$4.9	M =	Construction Capital
<p><i>Additional funds may be needed as a result of differing site condition at location 3. The cost impact of this change is to be determined.</i></p>							
LA	10	Flyover Connector	SHOPP	\$67.5	\$12.7	M =	Construction Capital
<p><i>Project contingency budget (over \$4 million) was used to pay for the relocation of transmission towers and lines. Two transmission towers were in direct conflict with the flyover connector (carrying high power electric lines crossing the freeway) and they were replaced by eight power poles. The strategy to purchase the poles and build their foundations by utilizing design-build contractor (through contract change orders) helped expedite the project and eliminated a major risk. Caltrans may need additional funds to pay for contractor's claims in order to close out the project.</i></p>							
LA	47	Schuyler Heim Bridge	SHOPP	\$247.3	\$32.6	M =	Construction Capital
<p><i>Potential for additional funds due to differing site conditions in foundations, right of way delay issues with port, and to settle potential claims. To minimize potential claims, Caltrans is: (a) Going through contract dispute resolution process for each potential claim. (b) Evaluating Value Engineering Cost Proposals and other cost and time saving opportunities. (c) Reaching out to federal highways for expertise in foundation and geotechnical design. In addition to the construction support cost for Caltrans staff, Caltrans has an agreement with Alameda Corridor Transportation Authority to fund support cost for their staff and consultants. It is anticipated that there will be additional support effort needed to reimburse their effort for the remainder of the project.</i></p>							
SBd	15	Point of Entry, Truck Enforcement	SHOPP	\$41.6	\$24.1	M ↓	Construction Capital
<p><i>Potential for additional funds due to time-related overhead delays by fire marshal site reviews, well drilling, and painting issues. Cost reductions have been implemented by eliminating non-essential landscape features, reducing Highway Patrol requested changes, office funding, and by modifying pavement mix designs. Cost have been managed by denying request for building upgrades, reduced delay claims by accelerating external agency permit approvals, establishing early coordination with contractor on potential cost increases, and negotiated re-painting to reduce costs. The remaining balance of Caltrans delegated funding authority (G-12) was approved to settle claims made to date. However, there is a low risk of potential future claims that may require the need for supplemental funds.</i></p>							
SCr	9	Pollution Control	SHOPP	\$1.9	\$3.0	L =	Construction Capital
<p><i>Potential for additional funds due to differing site conditions.</i></p>							
Son	101	College Avenue Widening	STIP	\$6.5	\$2.4	D	Construction Capital D Construction Support
<p><i>Project is on the May meeting agenda. Additional funds are needed to complete construction due to grade differential, design changes to drainage items, aggregate base quantities, hot mix asphalt concrete leveling and associated delays- (funds approved at the May meeting)</i></p>							
LA	101	Structure Rehabilitation – Upgrade Bridge Railings	SHOPP	\$3.2	\$2.1	D	Construction Capital
<p><i>Additional funds may be needed to replenish construction capital and support funds to complete construction due to CCO's to address different site conditions. Budget risks have been mitigated through securing Office of Traffic Safety funds.</i></p>							

Right of Way Adjustments to be made at Completion of Construction

Senate Bill 853 (2014) requires Caltrans to report STIP right of way expenditures at time of construction contract acceptance. If the right of way expenditures exceed 120 percent of the programmed amount, a debit will be made against county or Interregional Improvement Program shares for the subsequent STIP programming cycle. Caltrans estimates right of way risks as follows:

Right of Way Risks	Risk	Approved Budget (STIP portion)	Notes
Right of Way costs for projects in construction that exceed 120 percent of programmed budget.	\$ 60 - 65 million	Right of Way \$ 107 million	Adjustments (debits) to right of way costs, if needed will occur after construction is complete.

Cty	Rte	Description	Program*	Capital \$◇	Support \$◇	Risk	Component
Mad	99	Avenue 12 Interchange	Bond, STIP	\$69.4	\$14.8	VH ↑	Right of Way Capital
Right of way costs have exceeded 120 percent of the programmed amount due to pending final judgments for eminent domain actions. There will be a county share debit adjustment of right of way at completion of construction.							
LA	5	Carmenita Interchange	STIP, Local	\$340.2	\$54.9	VH A	Right of Way
Current STIP right of way expenditures exceed the STIP programmed budget by more than 120 percent. Expenditures incurred to acquire parcels have exceeded the estimated costs. The project financial plan is being updated to move local funds around to balance the plan as much as possible, and to cover the increased right of way costs. At completion of construction, the final estimated right of way costs will be updated, and there may be a subsequent debit made (dependent on local money added) against county shares in the subsequent STIP programming cycle.							
SBd	138	Widening (Phase 1A)	STIP	\$52.0	\$30.3	H A	Right of Way
Right of way costs are forecasted to exceed 120 percent of the programmed amount due to litigation and pending final judgments for eminent domain actions. Depending on final judgments, there may be a county share debit adjustment of right of way at completion of construction.							
Sta	219	Widen to four lanes	STIP, Bond	\$32.8	\$9.9	H =	Right of Way
Right of way costs are forecasted to exceed 120 percent of the programmed amount due to litigation and pending final judgments for eminent domain actions. Depending on final judgments, there may be a county share debit adjustment of right of way at completion of construction.							
Men	101	Willits Bypass	STIP	\$209.1	\$99.7	H =	Right of Way
Current right of way costs committed for the subsequent mitigation projects are forecasted to exceed 120 percent of the programmed right of way budget. There may be a county share debit adjustment of right of way at completion of construction.							

Preconstruction Projects

Caltrans estimates construction capital risks for preconstruction projects as follows:

Preconstruction Projects Construction Capital Risk	Risk	Approved Budget	Notes
Projects being re-advertised - 3	\$20-25 million	Construction Capital \$ 34 million	Results dependent on bid results, likely within next six months.
Project estimates for allocation that exceed 120 percent of construction capital budget - 6	\$40-45 million	Construction Capital \$ 139 million	If additional funds are needed, it will most likely occur within the next six months.

Projects Being Re-Advertised

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Men	101	Willits Mitigation Riparian	STIP	\$43.0	\$3.0	H	Construction Capital
<i>Initial bids were rejected. Original contract has been split into smaller biddable and buildable contracts so they can be re-advertised and awarded. Caltrans continues negotiations with the Army Corps to determine extent of mitigation requirements to be implemented with the remaining contracts. Current estimates for remaining contracts indicate a potential need for additional funds to satisfy mitigation requirements.</i>							
ED	89	Storm water Improvements	SHOPP	\$9.4	\$6.6	H	Construction Capital
<i>Initial bids were high and subsequently rejected. Contract being repackaged and re-advertised. Changes to construction staging and contract specifications were made in an effort to reduce bid costs. Contract advertisement date is May 11, 2015 with a bid opening of June 30, 2015. Potential remains for supplemental funds being needed when bids are opened for the second time.</i>							
Ala	260	Guardrail Replacement and Building Restoration	SHOPP	\$7.6	\$3.1	M	Construction Capital
<i>Initial bids were high and subsequently rejected. Additional funds to re-advertise were secured through an Office of Traffic Safety Grant. Moderate risk remains pending bid opening and award.</i>							
Fre	168	Enhance Vista Point	STIP	\$1.5	\$1.6	D	Construction Capital
<i>Initial bids rejected. Project was repackaged, items removed and re-advertised. Bids were opened on March 17. Preliminary bid results indicate project may be awarded within budget. Awarded within budget on May 15, 2015.</i>							
SM	101	Bridge Replacement	SHOPP	\$9.7	\$7.1	D	Construction Capital
<i>Caltrans repackaged the contract plans and the project has been re-advertised. Awarded within budget on April 28, 2015.</i>							
LA	1	Repair Drainage	SHOPP	\$6.7	\$1.9	D	Construction Capital
<i>Additional funds to award were approved in Dec. 2014. Bid results (informal contract) would have required additional funds to award. Project scope and budget is being re-evaluated. Project is being repackaged and re-delivered with more engineering details in an effort to reduce potential bid results.</i>							

Project Estimates for Allocation That Exceed 120 Percent of Construction Capital Budget

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	10	High Occupancy Vehicle Lanes	Local, CMAQ	\$180.9	\$53.9	VH	Construction Capital
<i>Project was delivered on April 17, 2015 and is requesting an allocation at the August meeting. The final project cost estimate is greater than 120 percent of the programmed amount. The sponsor of the high occupancy vehicle lanes (LA Metro) has committed additional funding to cover the cost increase related to the high occupancy vehicle lanes. Additional funding in construction capital is being requested for allocation from the SHOPP for pavement preservation work.</i>							
Tuo	120	Bridge Rehabilitation	SHOPP	\$13.7	\$5.8	VH	Construction Capital
<i>Additional funds to award is needed to advertise due to unique construction, environmental and tourists constraints which increased the estimate. Approval will be requested when the funds request is submitted for allocation.</i>							
DN	199	Construct Buttress	SHOPP	\$1.3	\$0.9	H	Construction Capital
<i>Increase in cost estimate due to geotechnical engineering recommendation of using a higher cost soldier pile wall instead of the lower cost bio-engineered buttress assumed when the project was originally programmed.</i>							
SLO	46	Convert to 4 Lane Expressway	STIP	\$58.0	\$16.5	H	Construction Support
<i>Additional funds may be needed for Construction Support due to: (a) 13 percent increase in contract working days based on constructability review (b) Increased support due to updated cost rates.</i>							
Ala	880	Median Barrier	SHOPP	\$35.7	\$12.5	M	Construction Capital
<i>Additional funds may be needed to advertise project. Potential increase in estimate due to constructability issues. Caltrans is still evaluating the estimate and alternatives.</i>							
Pla	193	Curve Improvement and	SHOPP	\$12.5	\$4.9	L	Construction Capital
<i>Current estimate for allocation at the May meeting is within 120% of the programmed budget. Low risk remains pending bid opening and award.</i>							
Hum	299	Cedar Creek Curve	SHOPP	\$1.4	\$1.1	D	Construction Capital
<i>Project is on the May meeting agenda. Additional funds to advertise will be needed for increased costs, due to additional excavation of the hillside for roadway and shoulder widening. The excavation will require blasting and additional costs for stage construction traffic handling and two construction seasons. Funds approved at the May meeting.</i>							

Schedule Risk (Allocation Extension)

In managing delivery, Caltrans is taking intelligent and reasonable risks to deliver projects. In the past nine years, Caltrans has delivered 2,389 out of 2,408 projects committed, or 99.2 percent.

Contract For Delivery Projects with Significant Risk to Miss Delivery in Fiscal Year

Caltrans currently has 343 projects valued at \$2.6 billion in the Contract for Delivery. We have identified 18, or 5 percent of committed projects at risk in the delivery contract. Caltrans is forecasting 6 projects (2 percent) valued at \$51.9 million (2 percent) of committed projects as not likely being delivered.

Risks are categorized as: VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher = Same ↓ Lower than last report
A Project added D Project to be dropped

Notes: ★ STIP - State Transportation Improvement Program, SHOPP State Highway Operations and Protection Program, CMAQ - Congestion Management and Air Quality Program
 ◇ Costs are in millions. Capital costs include right of way and construction.

Project issues listed typically identify current pending issues to meet delivery in the current year. Previous issues in different program areas may have contributed to the overall delivery risk for the projects listed below.

High to Very High Risk Delivery

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Plu	147	Replace Bridge	SHOPP	\$8.3	\$4.8	VH ↑	Fiscal Year Delivery Caltrans prepared a Categorical Exemption for the project. The California Department of Fish and Wildlife (CDFW) felt a Mitigated Negative Declaration was needed. Several months of meetings and field visits between staff and management of both Caltrans and CDFW ensued before arriving at a resolution. District is now moving forward with the preparation of an Initial Study/Negative Declaration, which will begin circulation shortly. Consequently, this will not allow for the project to be delivered this year as planned.
Ala	680	Freeway Performance Initiative	Local	\$17.7	\$9.5	VH =	Fiscal Year Delivery
Ala	880	Freeway Performance Initiative	Local	\$11.0	\$5.5	VH =	Fiscal Year Delivery
Mrn	101	Freeway Performance Initiative	Local	\$8.6	\$7.2	VH =	Fiscal Year Delivery These three projects were funded with local funds. Projects were put on hold in September when cost changes were identified. In April 2015, a funding plan was agreed upon to fully fund these projects to be delivered next year in FY 2015-16.
CC	4	Landscaping Replanting	Local			VH A	Fiscal Year Delivery Drought restriction issue. Water purveyor unwilling to supply water source. Local sponsor is not willing to execute the construction cooperative agreement due to the Governor's drought order. Recycled water unavailable
Son	Var	Landscaping	STIP	\$2.5	\$0.5	VH A	Fiscal Year Delivery Drought restriction issue. Water purveyor unwilling to supply water source. Recycled water unavailable
LA	710	Long-life Pavement, Widen	SHOPP	\$149.7	\$28.8	H =	Fiscal Year Delivery Project delivery is still on track pending the finalization of the Construction and Maintenance agreements with Union Pacific Railroad and BNSF. Construction schedule is being staged to allow the railroad companies adequate time for the Railroads to relocate the service utilities. BNSF railroad construction and maintenance agreement language agreed upon, now with attorneys for review and approval. UPRR railroad construction and maintenance agreement language finalized, still negotiating real estate compensation. An agreement has been reached with the City of Commerce and should be finalized next week.

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	103	Paint Bridge	SHOPP	\$4.8	\$2.4	H	⇒ Fiscal Year Delivery
<i>R/W cert is pending with 9 temporary construction easements from the Port of Long Beach. There is a concern with the Port since one area has a tenant. Caltrans is to discuss with tenants to make sure they satisfied with the work proposal. Right of Way Deputy is involved in negotiations with Port and is in process of setting up a meeting with Port's tenants to resolve their concerns, so the Port can sign the agreements.</i>							
SBd	138	Realign Roadway	SHOPP	\$32.4	\$8.4	H	⇒ Fiscal Year Delivery
<i>Permit risks. Working with Army Corps and US Fish & Wildlife to secure permits and mitigation bank.</i>							
Ora	Var	Traffic Management Security	SHOPP	\$3.0	\$1.7	H	⇒ Fiscal Year Delivery
<i>Intelligent transportation system project challenges due to procurement and approvals. Features of the project that are determined to be technology in nature will follow a technology procurement process rather than the typical construction contract advertisement process. Projects are being split into technology and construction contracts. Staff is working with information technology to secure approval for procurement.</i>							
SON	116	Construct Retaining Wall	SHOPP	\$3.9	\$2.8	D	Fiscal Year Delivery
<i>Permitting agency requires higher level environmental document which requires additional time for analysis and circulation for public comments. Risks have been mitigated.</i>							

Moderate to Low Risk Delivery

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
PLA	80	Widening Eastbound Roadway	SHOPP	\$38.0	\$11.4	M	⇒ Fiscal Year Delivery
<i>Resolution of utility conflicts still in progress. Project Delivery Team is in constant contact with utility companies to resolve conflicts.</i>							
LA	5	Widen Freeway	Local, CMAQ	\$545.8	\$69.4	M	⇒ Fiscal Year Delivery
<i>Permits, right of way work around, railroad agreement, and utilities. Establishing work around dates for construction staging (right of way certification "3W" will be used to deliver project). Caltrans is working with Chevron to relocate oil lines. Caltrans is working with Army Corps, Los Angeles County Flood Control, and Regional Water Quality Board to secure permits. Working with Union Pacific Railroad to secure construction and maintenance agreement.</i>							
Ora	Var	Arterial Field Infrastructure Traffic Management System	SHOPP	\$2.1	\$0.9	M	↓ Fiscal Year Delivery
Ora	Var	Advanced Traffic Management System	SHOPP	\$1.7	\$0.9	M	↓ Fiscal Year Delivery
<i>Intelligent transportation system project challenges due to procurement and approvals. Features of the project that are determined to be technology in nature will follow a technology procurement process rather than the typical construction contract advertisement process. Projects are being split into technology and construction contracts. Staff is working with information technology to secure approval of the design.</i>							
Riv	371	Left-turn Lane	SHOPP	\$0.6	\$0.9	M	↑ Fiscal Year Delivery
<i>Utility relocation and financial impacts with a small company utility owner. Working with utility company to explore options. Another utility line was discovered during potholing, and the ownership of the utility needs to be determined.</i>							
Fre	180	Kings Canyon Expressway Seg 3	STIP	\$73.6	\$17.4	L	↓ Fiscal Year Delivery
<i>Securing of permits in progress and nearly complete. On agenda for securing Flood Protection Permit. Time remaining to certify right of way (type "3w") is on the critical path. Right of way certification is being submitted and needs approval by federal highways.</i>							
SBd	247	Construct Paved Shoulder	SHOPP	\$19.5	\$9.7	L	↓ Fiscal Year Delivery
<i>Condemnation (3 parcels with approved resolutions of necessity). Target date of June 1, 2015 for right of way certification with work around due to date of orders of possession.</i>							
Tuo	120	Replace Bridge Deck, Retrofit	SHOPP	\$13.7	\$5.8	L	⇒ Fiscal Year Delivery
<i>Getting cooperative agreement approval from local agency for Stage construction, use of local road detour, and compensation for local road repair. Caltrans is devoting resources to work through risks and address concerns.</i>							
Hum	299	Cedar Creek Curve	SHOPP	\$1.4	\$1.1	D	Fiscal Year Delivery
<i>Delivery risk is for obtaining the Water Quality Board permit. Project is currently prioritized behind five other projects. Caltrans has been in contact with the Water Board, and have agreed to provide bio-swale mitigation as required. Project has been delivered.</i>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	39	Replace Bridge	SHOPP	\$6.3	\$3.4	M	D Fiscal Year Delivery
<i>Right of way includes United States Forest Service land. To secure use permit, Forest Service needs to approve an environmental document. Approach and actions are under discussion, but may require time to complete. District Director met with Forest Service. Additional permits needed may be on hold until Forest Service acts. Risks have been mitigated.</i>							
LA	10	High Occupancy Vehicle Lanes	Local, CMAQ	\$180.9	\$53.9		D Fiscal Year Delivery
<i>Possession and use agreement with Cal Poly Pomona parcel. Utility line needs to be relocated. Elevating Cal Poly parcel to District Director for resolution. Evaluating options for relocation of Southern California Edison utility line. Project has been delivered.</i>							
LA	405	Paint Structure	SHOPP	\$8.1	\$3.1		D Fiscal Year Delivery
<i>High cost for flagging contract needs exemption approvals. Caltrans seeking exemption approvals for high cost railroad flagging contracts. Project has been delivered.</i>							

Delivery

Summary

Our Contract to Deliver

Each year since fiscal year 2005–06, the Caltrans Director has signed a Contract for Delivery with each of our 12 District Directors committing to deliver projects on schedule for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows us to advertise and award construction contracts and begin construction.

In fiscal year 2014–15, we committed in the Contract for Delivery to deliver 343 projects, valued at \$2.6 billion. Through the end of the third quarter, we delivered 152, or 44 percent of the annual commitment, with an estimated value of \$572 million.

Program Delivery

Program delivery includes the contract for delivery and additional projects not in the contract for delivery. Additional projects include: Program amendments, projects advanced from a future program year, Minor, Major Maintenance, and Emergency projects.

Through the end of the third quarter, fiscal year 2014-15, Caltrans:

- *delivered 12, or 75 percent of planned State Transportation Improvement Program construction contracts with an estimated value of \$46 million, or 47 percent of committed funding.*
- *delivered 153, or 46 percent of planned State Highway Operations and Protection Program construction contracts with an estimated value of \$502 million, or 23 percent of committed funding.*
- *delivered 95 additional emergency response, minor program and major maintenance program projects with an estimated value of \$125 million.*

The sum of all projects delivered from all program funding sources is 272 projects, valued at \$776 million.

Measure: Projects Delivered – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contract for Delivery

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Delivered	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Projects Delivered	152	197	77	343	44	337	98	100

Projects Delivered - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Delivered	98%	92%	81%	87%	77%	70%	60%	54%	47%	44%

Five-Year Trend Analysis: The five-year trends for projects delivered is comparable to recent years.

Measure: Capital Value Delivered – 3rd Quarter Fiscal Year 2014-15**Fiscal Year 2014-15 Contract for Delivery**

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Delivered	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Capital Value Delivered (millions)	\$572.4	\$1,323.0	43	\$2,633.1	22	\$2,581.2	98	100

Construction Capital Value – Delivered Five-Year Trend

	Year-to-Date thru 3 rd Quarter					Annual Commitment thru 3 rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Capital Value Delivered	89%	69%	70%	71%	43%	44%	44%	41%	36%	22%

Five-Year Trend Analysis: The five-year trends for capital value delivered are lower than past years. This can be attributed to four projects with high capital values not being delivered in the quarters planned. These four projects are forecast to be delivered within the year.

Program Delivery

The table below identifies capital funding programs used to fund projects being reported as delivered.

Costs are in millions.

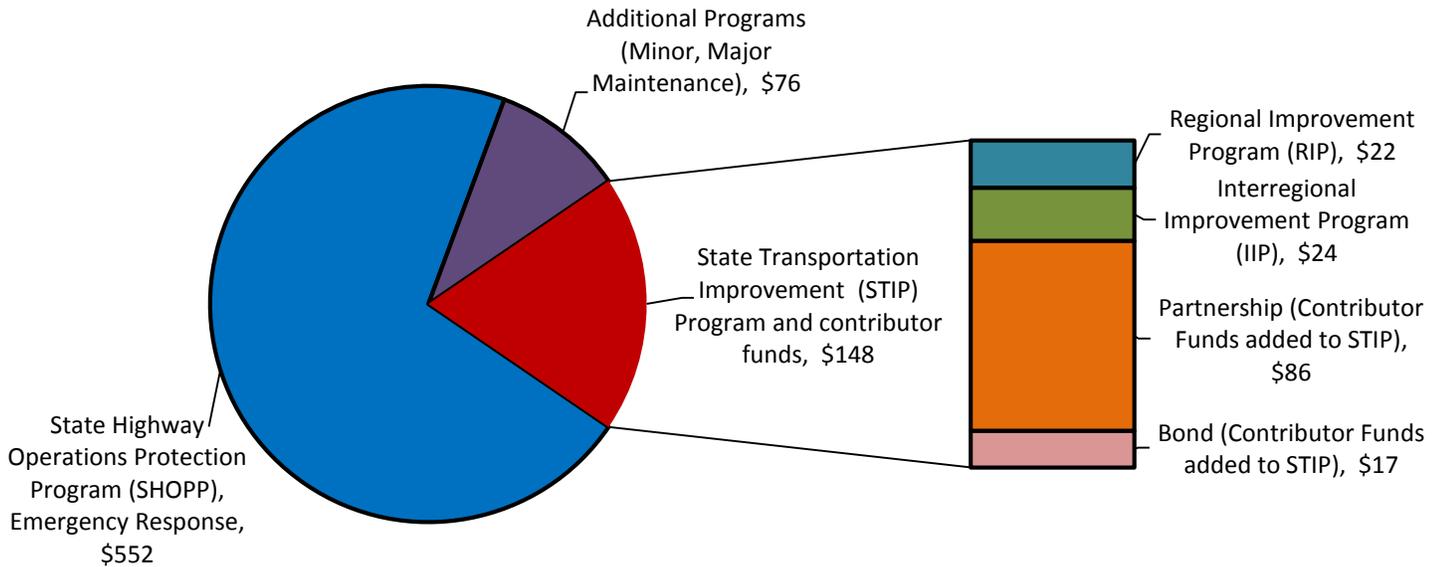
	Capital Value Committed	Capital Value Delivered	Capital Value Delivered	Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program	\$ 83.6	\$ 32.0		10	6	
State Transportation Improvement Program Rail	\$ 13.0	\$ 13.0		5	5	
Amended State Transportation Improvement Program	\$ 0.5	\$ 0.5		1	1	
Advanced State Transportation Improvement Program		\$ 0.0			0	
Subtotal State Transportation Improvement Program	\$ 97.1	\$ 45.5	47 %	16	12	75 %
State Highway Operations and Protection Program	\$ 2,123.9	\$ 444.9		317	136	
Amended State Highway Operations and Protection Program	\$ 57.5	\$ 57.5		17	17	
Advanced State Highway Operations and Protection Program		\$ 0.0			0	
Subtotal State Highway Operations and Protection Program	\$ 2,169.3	\$ 502.4	23 %	334	153	46 %
Partnership (Local and regional funding contributions)	\$ 408.9	\$ 75.1		18	10	
Amended Partnership Program	\$ 10.9	\$ 10.9		1	1	
Proposition 1B Bond	\$ 16.5	\$ 16.5		1	1	
Minor Program Funds in Contract for Delivery	\$ 0.2	\$ 0.2		0	0	
Emergency Response – Emergency Openings		\$ 49.5			45	
Minor Program		\$ 6.0			11	
Major Maintenance Program		\$ 69.9			39	
Total Delivery All Program Funding Sources		\$ 776.0			272	

Contract for Delivery support costs (152 projects delivered): Budget \$ 137.3 million, Expended \$ 116.5 million.

Project Delivery Outcomes

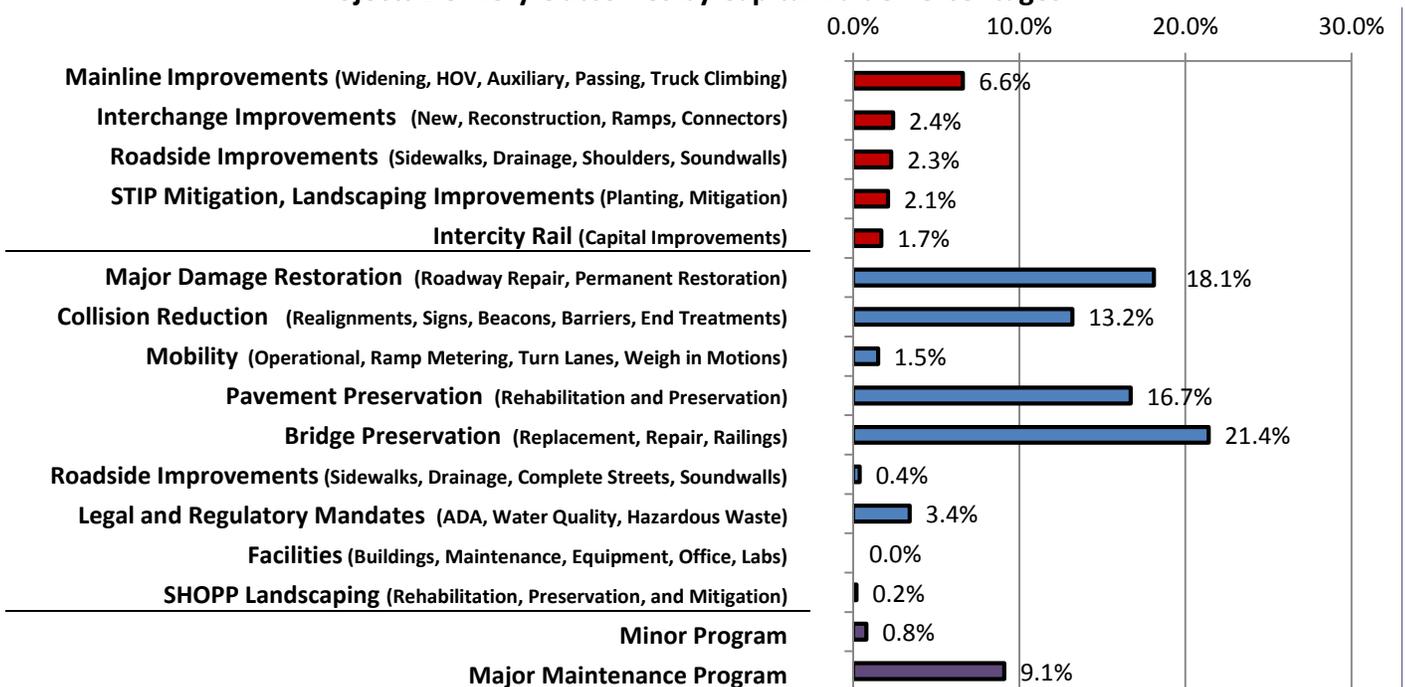
The chart below provides a distribution of transportation program dollars on projects that have been delivered to date in fiscal year 2014-15.

Value of Projects Delivered – Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages by project improvement categories for projects delivered to date in fiscal year 2014-15.

Projects Delivery Outcomes by Capital Value Percentages



State Transportation Improvement Program ■ State Highway Operations and Protection Program ■ Additional Programs ■

Projects: 272

Capital Value: \$776 Million

Project Approval, Environmental Documents

Summary

Caltrans achieves several major project milestones throughout the year. This is important because most major projects take several years to complete. If a project misses an interim milestone, the project most likely will not be completed on schedule.

Project Approval

Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the project report has been signed. The project report includes the selection of the preferred project alternative and includes the project's environmental document.

In fiscal year 2014-15, we committed to deliver 258 project approvals and environmental documents. Through the end of the third quarter, fiscal year 2014-15, Caltrans has approved a total of 171, or 66 percent of the annual commitment.

Draft Environmental Documents Completed

The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2014-15, we committed to deliver 74 draft environmental documents. Through the end of the third quarter, fiscal year 2014-15, Caltrans has completed a total of 51, or 69 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Projects Approved

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Projects Approved	171	211	81	258	66	237	92	90

Projects Approved - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Approved	89%	87%	74%	82%	81%	73%	77%	60%	68%	66%

Five-Year Trend Analysis: The number of project approvals and environmental documents to date is comparable to past years. 21 project approvals are forecast outside of the current year. Caltrans, however, remains on track to meet the goal for 90 percent of committed project approvals by the end of the year.

**Measure: Draft Environmental Documents Completed – 3rd Quarter
Fiscal Year 2014-15**

Fiscal Year 2014-15 Draft Environmental Documents

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Draft Environmental Documents Completed	51	61	84	74	69	68	92	80

Environmental Documents Completed - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Draft Environmental Documents Completed	59%	59%	66%	73%	x%	54%	45%	49%	61%	yy%

Five-Year Trend Analysis: The number of draft environmental documents completed to date is comparable to past years. 6 draft environmental documents are forecast outside of the current year. Caltrans, however, remains on track to meet a goal of 80 percent completed by the end of the year.

Right of Way

Summary

Project Certifications

Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2014-15, we committed to certify right of way for 335 projects. Through the end of the third quarter, fiscal year 2014-15, Caltrans has certified a total of 214, or 64 percent of the annual commitment.

Allocation Funds Committed

The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

For fiscal year 2014-15, the Right of Way Capital Plan outlines funding needed to keep programmed projects on track for delivery as planned. Caltrans requested and received an allocation of \$163.0 million. Through the end of the third quarter, fiscal year 2014-15, Caltrans has committed \$105 million, or 64 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Project Certifications

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Certified	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Projects Certified	214	223	96	335	64	329	98	100

Projects Certified - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Certified	109%	100%	93%	102%	96%	77%	73%	66%	64%	64%

Five-Year Trend Analysis: The number of projects certified to date is comparable to recent years. A few projects are very high risk and will likely not be delivered.

Measure: Allocation Funds Committed – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Right of Way Allocation

	Annual Commitment			Year-End Projection		Goal
	Committed	Plan	Percent	Forecast	Percent	Percent
Allocation Funds Committed (millions)	\$ 104.9	\$ 163.0	64	\$ 163.0	100	100

Allocation Funds Committed - Five-Year Trend

	Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15
Allocation Funds Committed	55%	70%	48%	74%	64%

Five-Year Trend Analysis: Funds committed to date are comparable to recent years. Caltrans anticipates that we will stay within the annual allocation.

Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures. The table shows the allocation and the actual funds committed by category.

Category	Allocation (millions)	Committed (millions)	Percent Committed
Capital Projects			
State Transportation Improvement Program	\$ 94.6	\$ 57.9	61
State Highway Operations and Protection Program	\$ 34.8	\$ 34.1	98
Subtotal	\$ 129.4	\$ 92.0	71
Specific Categories			
Post-certification	\$ 25.1	\$ 7.8	31
Permit Fees	\$ 1.0	\$ 1.1	110
Damage to Property (Inverse)	\$ 7.5	\$ 4.0	53
Subtotal	\$ 33.6	\$ 12.9	38
TOTAL	\$ 163.0	\$ 104.9	64

Construction

Summary

Contracts Accepted

Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractors work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- In fiscal year 2014-15, we committed to accept 174 construction contracts. Through the end of the third quarter, fiscal year 2014-15, Caltrans has accepted 129, or 74 percent of the annual commitment.
- At the end of the third quarter, fiscal year 2014-15, Caltrans had 608 projects valued at \$11.0 billion under construction.

Measure: Planned Contracts Accepted – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contracts Accepted

	Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
	Accepted	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Number of Planned Contracts Accepted	129	141	91	174	74	161	93	95

Contracts Accepted - Five-Year Trend

	Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Planned Contracts Accepted	93%	87%	80%	90%	91%	64%	69%	64%	75%	74%

Five-Year Trend Analysis: The number of contracts accepted to date is comparable to recent years. 13 contract completions are forecast outside of the year. The year-end projection is forecast below the 95 percent goal. Given that delivery percentages in the five-year trend is comparable or higher than past years, the performance goal is likely an ambitious goal.

Construction Program Quarterly Status Notes

Contractor Payments: To date, in fiscal year 2014-15, \$2,198 million has been paid to contractors.

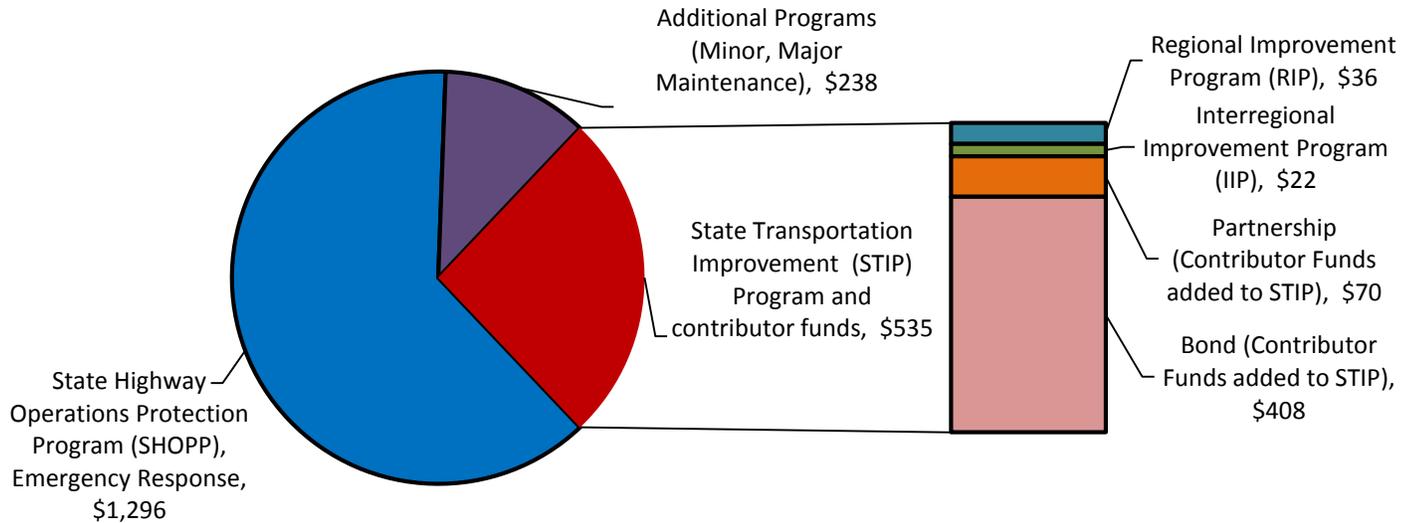
Construction Starts and Completions: 111 construction contracts valued at \$799 million were started (including minor A, minor B, emergency repairs, and major maintenance projects that are not programmed), and 97 construction contracts valued at \$1.1 billion were completed during the past quarter.

Claims and Arbitration: Caltrans has 61 construction contracts in post-contract acceptance with notice of potential claims in the amount of \$44 million. During the third quarter, we received three new arbitration cases and resolved and paid three cases. At the end of the third quarter, we have 17 unresolved arbitration cases valued at \$38 million.

Constructed Outcomes

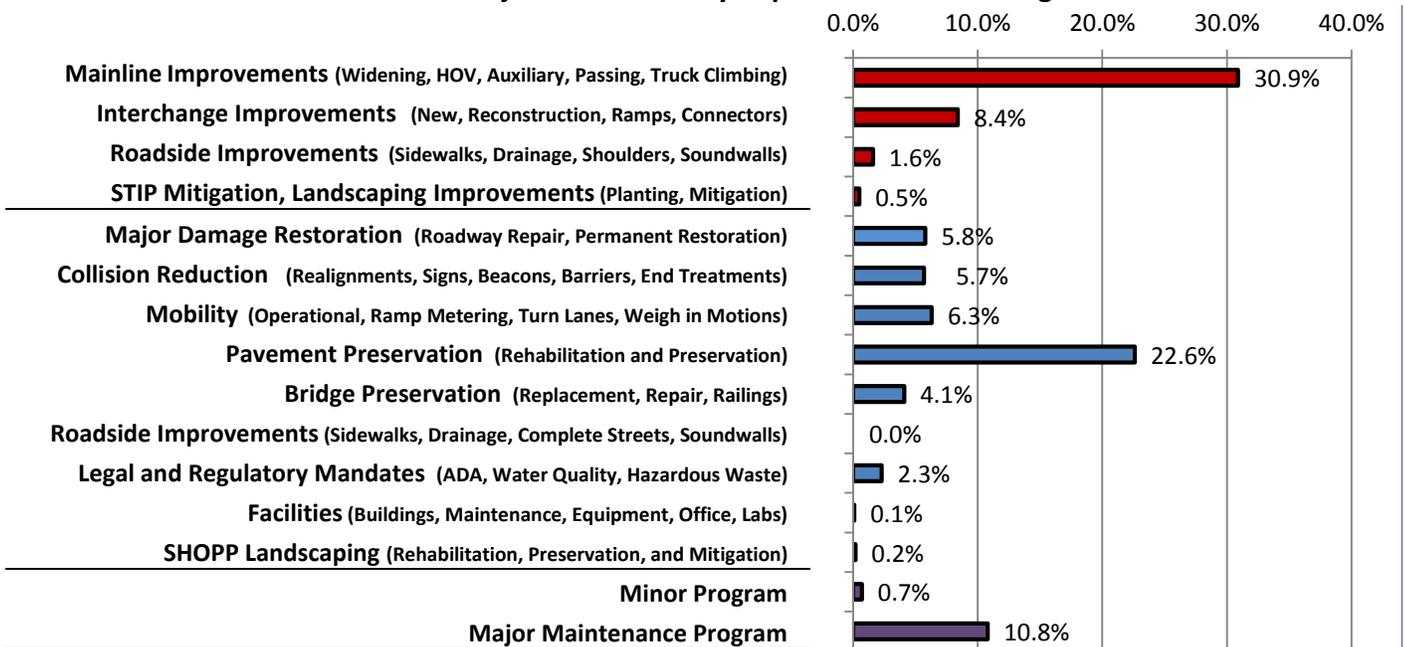
The chart below provides a distribution of transportation program dollars on projects that construction contracts have been accepted to date in fiscal year 2014-15. The contracts include planned projects as well as additional projects for emergency repairs, program amendments, major maintenance program contracts, and minor program contracts.

Value of Planned and Additional Contracts Accepted - Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages by project improvement categories on contracts accepted to date in fiscal year 2014-15.

Constructed Project Outcomes by Capital Value Percentages



State Transportation Improvement Program ■ State Highway Operations and Protection Program ■ Additional Programs ■

Projects: 359

Capital Value: \$2,069 Million

Closeout Costs

Summary

Program Costs

Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout after project completion by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted two quarters ago, to capture costs after the preliminary final estimate payment to the contractor has been prepared by the state resident engineer.

- *Through the end of the third quarter, fiscal year 2014-15, Caltrans is reporting closeout of 36 State Transportation Improvement Program projects. The final approved budget for these projects was \$575 million. The actual cost to complete these projects was \$548 million, or 95 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2014-15, Caltrans is reporting closeout of 132 State Highway Operations and Protection Program projects. The final approved budget for these projects was \$1,131 million. The actual cost to complete these projects was \$1,047 million, or 93 percent of the final approved budget.*

Measure: Program Costs – 3rd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Program Costs

Actual Cost Percent of Final Approved Budget		
	State Transportation Improvement Program	State Highway Operations and Protection Program
Program Costs	95	93

Program Costs - Five-Year Trend

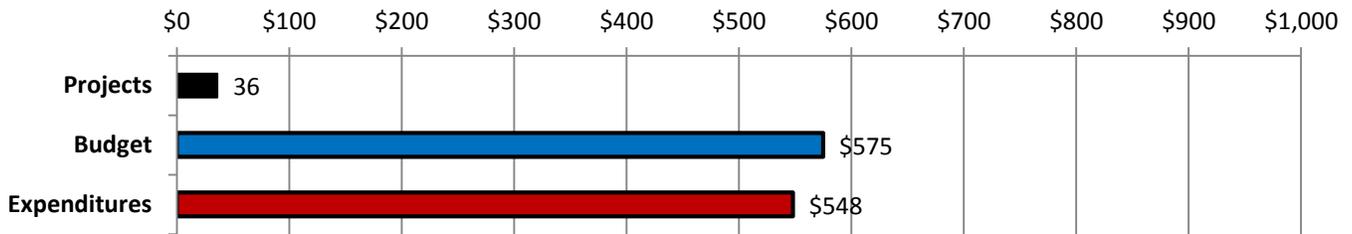
Program Cost	State Transportation Improvement Program					State Highway Operations and Protection Program				
	Year-to-Date thru 3rd Quarter									
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
	93%	97%	87%	92%	95%	70%	69%	74%	80%	93%

Five Year Trend Analysis: Total program actual costs remain under the approved program's budgets.

Program Budget versus Program Expenditures (all components)

The tables below provides program closeout cost information for completed construction projects. Information provided is a requirement of Senate Bill 486 (2014). The approved capital and support budgets and expenditures is provided for each project at construction contract acceptance (list of projects included in the appendix).

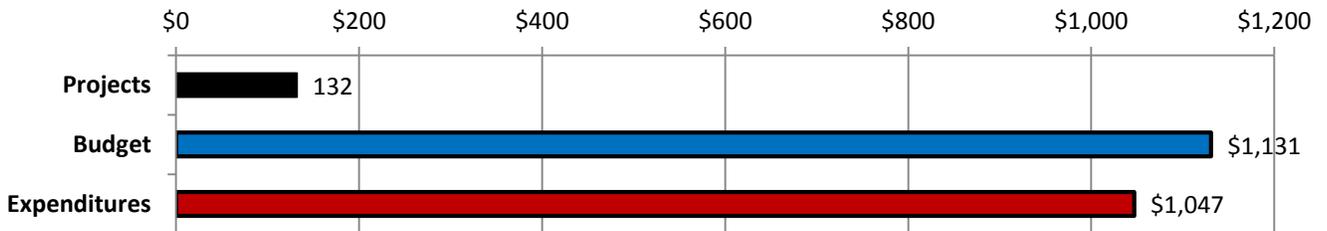
State Transportation Improvement Program¹ Closeout – Program Costs (millions)



There were a total of 36 State Transportation Improvement Program projects that were completed to date in fiscal year 2014-15. The budget for these projects was \$575 million. The actual cost of the projects completed was \$548 million, which is 95 percent of the approved budget.

¹ State Transportation Improvement Program includes projects with one or more components funded from the State Transportation Improvement Program funds, and all contributor funds on all project components. A list of State Transportation Improvement Program closeout projects is included in the appendix, "(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program Project Closeout".

State Highway Operations and Protection Program Closeout – Program Costs (millions)



There were a total of 132 State Highway Operations and Protection Program projects that were completed to date in fiscal year 2014-15. The budget for these projects was \$1,131 million. The actual cost of the projects completed was \$1,047 million which is 93 percent of the approved budget.

A list of State Highway Operations and Protection Program closeout projects is included in the appendix, "(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout".

Commission Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

The tables below provides a comparison between the Commission's original allocation, final approved costs and expended costs for construction for projects that had allocated support and capital components that completed construction in fiscal year 2014-2015. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the original allocated amounts for each program. Information provided is a requirement of Senate Bill 1102 (2012).

State Transportation Improvement Program Closeout – Construction Costs

Construction Capital (\$1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
STIP ¹	\$ 99,663	\$ 83,246	\$ 77,792
CMIA ¹ Bond	\$ 234,871	\$ 141,186	\$ 132,772
SR99 ¹ Bond	\$ 52,150	\$ 45,183	\$ 40,624
TCIF ¹ Bond	\$ 1,890	\$ 983	\$ 924
TLSP ¹ Bond	\$ 8,000	\$ 4,545	\$ 4,428
ARRA ¹	\$ 1,332	\$ 982	\$ 901
SHOPP ¹ Contribution	\$ 26,206	\$ 21,062	\$ 19,704
Total	\$ 424,112	\$ 297,187	\$ 277,145

Construction Support (\$1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
STIP ¹	\$ 870	\$ 870	\$ 966
CMIA ¹ Bond	\$ 35,837	\$ 35,837	\$ 31,316
SR99 ¹ Bond	\$ 8,000	\$ 8,000	\$ 7,066
TCIF ¹ Bond	\$ 170	\$ 170	\$ 163
TLSP ¹ Bond	\$ 1,000	\$ 1,000	\$ 773
ARRA ¹	\$ 167	\$ 167	\$ 239
Total	\$ 46,044	\$ 46,044	\$ 40,523

State Highway Operations and Protection Program Closeout – Construction Costs

Construction Capital (\$1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
SHOPP ¹	\$ 946,917	\$ 832,518	\$ 747,885

Notes: ¹ STIP - State Transportation Improvement Program; CMIA - Corridor Mobility Improvement Program; SR99 – State Route 99 Corridor Program; TCIF - Trade Corridors Improvement Fund; TLSP – Traffic Light Synchronization Program; ARRA – America Recovery and Reinvestment Act; SHOPP State Highway Operations and Protection Program.

Appendix

- (A) Project Milestones, Accomplishments Reported in
Prior Quarters
- (B) Caltrans Fiscal Year 2014-15 State Transportation
Improvement Program Project Closeout
- (C) Caltrans Fiscal Year 2014-15 State Highway Operations
and Protection Program Project Closeout

The project delivery report is prepared quarterly for the California Transportation Commission. Project milestones and accomplishments reported in the report are for the current quarter. The fourth quarter, End-Of-Year project delivery report is also submitted to the Governor's Office and Legislature as Caltrans Annual Project Delivery report. Therefore, project milestones and accomplishments reported in earlier quarters are provided here to provide information from all quarters of the fiscal year as part of the annual report.

2nd Quarter Project Milestones and Accomplishments

Caltrans is highlighting projects that achieved a major milestone or significant accomplishment in the past quarter. Project milestones and accomplishments from prior quarters are provided in the appendix for the end-of-year annual report.

Promoting Goods Movement:

Ker-99 South Bakersfield widening was completed September, 2014. This State Route 99 bond program funded project added one lane in each direction south of Bakersfield. This project has reduced congestion and contributed to more efficient travel of goods.

Open to Traffic:

Fre-180 Kings Canyon Expressway-Segment 2 ribbon cutting was November 14, 2014. This 2.7-mile segment replaced the existing highway with a new four-lane expressway to improve traffic flow within this rural area, extending State Route 180. Route serves as a gateway to Kings Canyon and Sequoia National Parks.

Fre-180 Braided Ramps project was completed on December 22, 2014. This is the third design-build project built by Caltrans. The main features of the project are two newly constructed grade-separation ramps connections between two interchanges. This project has significantly reduced congestion and enhanced safety.

SJ-5 French Camp Road interchange project ribbon-cutting ceremony was in October, 2014. Project valued at \$53 million was completed in partnership with San Joaquin Council of Governments and the City of Stockton.

Corridor Mobility Improvement Account Program bond projects completed in the past quarter:

- *Mrn Son-101 Sonoma Narrows segment 5. Northbound High Occupancy Vehicle lanes added. Third corridor project completed to date.*
- *Pla-65 Lincoln Bypass Extension. Construction of two southbound lanes.*
- *SBd-10 Westbound mixed flow lanes added.*
- *SBd-215 High Occupancy Vehicle lanes and mixed flow lanes added.*
- *SLO 46 Whitley (segment 1) conversion of two lane highway to four lane expressway.*

1st Quarter Project Milestones and Accomplishments

Promoting Goods Movement:

Sha-99-Capstone project on Highway 299 awarded. This project is the last of six projects with a combined construction value of \$64 million to improve the alignment of Buckhorn Grade, allowing large trucks to travel from Redding to the coast on highway 299, improving goods movement.

Project Approved, Environmental Document Completed:

Ora-5-Freeway widening project approved. \$357 million project completed environmental document and project approval. Project is being designed as three segments for construction.

Open to Traffic:

But-99-Chico Auxiliary Lanes ribbon cutting Sep. 4, 2014. \$27 million partnership project with good community, local agency, and Caltrans interaction.

Mer-99-Freeway conversion ribbon cutting Dec. 5, 2014. \$78 million project for expressway to freeway conversion in Merced County between Buchanan Hollow Rd. to Child Ave. and new Arboleda interchange.

Ora-High Occupancy Vehicle Connectors opened. \$217 million project for four freeway to freeway connectors opened to traffic in Dec. 2014. (Routes 22, 405, 605.)

Ora-57-Freeway widening opened. \$68 million project for freeway widening of Route 57 was completed in Nov. 2014.

Innovation:

Mpa-140-Ferguson Slide project awarded for removal of material blocking highway. This is the first "Construction Manager / General Contractor" contract awarded.

**(B) Caltrans Fiscal Year 2014-15 State Transportation
Improvement Program¹ Project Closeout**

Project Description	Support (\$1,000's)		Capital (\$1,000's)		Program (\$1,000's)	
	Approved Support Budget ²	Actual Support Costs	Approved Capital Budget ²	Actual Capital Costs	Approved Project Budget ²	Actual Project Costs
¹ State Transportation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds and all contributor funds on all project components. ² Budget information includes only budget information that expenditures are reflected in State data systems. Excludes local budgets with local expenditures.						
1st Quarter						
SHA 044 Landscape	\$ 144	\$ 446	\$ 672	\$ 634	\$ 816	\$ 1,080
YOL 005 Tree Planting	\$ 158	\$ 176	\$ 499	\$ 498	\$ 657	\$ 674
SM 101 Plant Establishment	\$ 33	\$ 65	\$ 195	\$ 114	\$ 228	\$ 179
MON 001 Salinas IC	\$ 11,373	\$ 12,496	\$ 20,318	\$ 19,667	\$ 31,691	\$ 32,163
SLO 046 Replace Bridge	\$ 2,485	\$ 2,290	\$ 4,185	\$ 4,115	\$ 6,670	\$ 6,405
LA 138 Rte 138 Widening	\$ 12,205	\$ 9,691	\$ 18,939	\$ 14,939	\$ 31,144	\$ 24,630
LA 101 Widen Ramps	\$ 3,683	\$ 4,252	\$ 5,478	\$ 5,165	\$ 9,161	\$ 9,417
TUO 108 Sonora Bypass	\$ 14,440	\$ 15,827	\$ 38,952	\$ 38,909	\$ 53,392	\$ 54,736
2nd Quarter						
Nev 49 La Barr Meadows Widening	\$ 11,072	\$ 11,660	\$ 18,947	\$ 16,551	\$ 30,019	\$ 28,211
Ala 92 Freeway Performanc Initiative	\$ 3,022	\$ 2,888	\$ 6,195	\$ 5,597	\$ 9,217	\$ 8,485
SCI 880 I-880 Widening (SR 237/US 101)	\$ 9,810	\$ 6,106	\$ 38,225	\$ 31,786	\$ 48,035	\$ 37,892
Ker 99 99 Corridor Bridge Enhancement	\$ 514	\$ 638	\$ 1,138	\$ 1,057	\$ 1,652	\$ 1,695
LA 5 I-5 Western I/C Modification	\$ 9,322	\$ 8,974	\$ 24,711	\$ 24,729	\$ 34,033	\$ 33,703
SBd 18 Beautification and Modernization	\$ 1,020	\$ 1,332	\$ 1,240	\$ 1,187	\$ 2,260	\$ 2,519
Riv 91 Landscape Enhancement	\$ 758	\$ 715	\$ 836	\$ 670	\$ 1,594	\$ 1,385
SJ 205 Tree Planting	\$ 827	\$ 683	\$ 806	\$ 765	\$ 1,633	\$ 1,448
SD 5 At Grade Improvements	\$ 2,309	\$ 2,275	\$ 2,025	\$ 1,957	\$ 4,334	\$ 4,232
SD 805 805 Managed Lns (Palomar/54)	\$ 21,154	\$ 15,868	\$ 34,278	\$ 32,933	\$ 55,432	\$ 48,801
Ora 5 Camino Capistrano Interchange	\$ 6,045	\$ 6,589	\$ 11,192	\$ 10,434	\$ 17,237	\$ 17,023
Ora 57 NB Widen (Yorba Linda/Lambert)	\$ 10,191	\$ 9,526	\$ 32,670	\$ 32,345	\$ 42,861	\$ 41,871
Ora 405 Widen Ramp for Deceleration	\$ 1,320	\$ 1,352	\$ 1,910	\$ 1,748	\$ 3,230	\$ 3,100
3rd Quarter						
Mod 139 Install CCTV And RWIS	\$ 407	\$ 423	\$ 316	\$ 297	\$ 723	\$ 720
Sut 099 Construct 99/113 Interchange	\$ 3,900	\$ 3,990	\$ 14,333	\$ 12,449	\$ 18,233	\$ 16,439
Ed 050 Highway Planting	\$ 398	\$ 309	\$ 367	\$ 283	\$ 765	\$ 592
Ala 580 Install Ramp Metering And TOS	\$ 4,416	\$ 4,723	\$ 7,256	\$ 5,790	\$ 11,672	\$ 10,513
SCI 101 Replacement Highway Planting	\$ 786	\$ 660	\$ 523	\$ 342	\$ 1,309	\$ 1,002
SM 082 Install Traffic Operation System	\$ 1,540	\$ 1,197	\$ 6,785	\$ 6,572	\$ 8,325	\$ 7,769
Ker 099 Widen Freeway 6 To 8 Lanes	\$ 6,500	\$ 6,170	\$ 22,872	\$ 20,827	\$ 29,372	\$ 26,997
Ker 099 Widen Freeway 6 To 8 Lanes	\$ 2,900	\$ 2,279	\$ 8,528	\$ 7,379	\$ 11,428	\$ 9,658
SBd 215 Add Hov Lanes (Local Constr)	\$ 10,906	\$ 10,943	\$ 49,704	\$ 52,288	\$ 60,610	\$ 63,231
SBd 071 Highway Planting And Irrigation	\$ 982	\$ 815	\$ 664	\$ 556	\$ 1,646	\$ 1,371

**(B) Caltrans Fiscal Year 2014-15 State Transportation
Improvement Program¹ Project Closeout**

Project Description	Support (\$1,000's)		Capital (\$1,000's)		Program (\$1,000's)	
	Approved Support Budget ²	Actual Support Costs	Approved Capital Budget ²	Actual Capital Costs	Approved Project Budget ²	Actual Project Costs
¹ State Transportation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds and all contributor funds on all project components. ² Budget information includes only budget information that expenditures are reflected in State data systems. Excludes local budgets with local expenditures.						
Mer 099 Paint Bridge And Slope Paving	\$ 622	\$ 825	\$ 1,026	\$ 885	\$ 1,648	\$ 1,710
Mer 099 Highway Planting And Irrigation	\$ 718	\$ 805	\$ 360	\$ 301	\$ 1,078	\$ 1,106
Mer 140 Replace Bridge, Widen Roadway	\$ 10,756	\$ 14,189	\$ 30,474	\$ 30,732	\$ 41,230	\$ 44,921
Ora 005 Remove And Prune Trees	\$ 528	\$ 591	\$ 982	\$ 901	\$ 1,510	\$ 1,492
Ora 142 Native Planting Enhancement	\$ 75	\$ 158	\$ 450	\$ 319	\$ 525	\$ 477
	\$ 167,319	\$ 161,926	\$ 408,051	\$ 385,721	\$ 575,370	\$ 547,647

(C) Caltrans Fiscal Year 2014-15 State Highway Operations
and Protection Program Project Closeout

Project Description	Support (\$1,000's)		Capital (\$1,000's)		Program (\$1,000's)	
	Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
1st Quarter						
HUM 255 Rehab Bridge	\$ 625	\$ 292	\$ 2,005	\$ 1,781	\$ 2,630	\$ 2,074
HUM 096 Repair Slipout	\$ 800	\$ 1,071	\$ 5,110	\$ 5,099	\$ 5,910	\$ 6,171
LAK 020 Damage Fires	\$ 150	\$ 133	\$ 1,210	\$ 528	\$ 1,360	\$ 662
HUM 036 Repair Culvert	\$ 150	\$ 96	\$ 410	\$ 199	\$ 560	\$ 296
MEN 001 Bridge, Fish Weir	\$ 2,791	\$ 3,746	\$ 4,720	\$ 4,630	\$ 7,511	\$ 8,375
LAK 053 Widen Roadway	\$ 5,534	\$ 7,285	\$ 14,370	\$ 13,226	\$ 19,904	\$ 20,511
PLU 089 Bridge Slab	\$ 2,191	\$ 2,325	\$ 3,071	\$ 2,829	\$ 5,262	\$ 5,154
SAC 012 Rehab Pavement	\$ 1,550	\$ 1,310	\$ 4,491	\$ 4,000	\$ 6,041	\$ 5,309
SCL 082 Signals Ramps	\$ 640	\$ 846	\$ 704	\$ 694	\$ 1,344	\$ 1,540
ALA 084 Erosion Control	\$ 170	\$ 117	\$ 201	\$ 146	\$ 371	\$ 263
SON 012 Traffic Signal	\$ 3,027	\$ 4,405	\$ 3,987	\$ 4,413	\$ 7,014	\$ 8,818
ALA 880 Roadway Rehab	\$ 4,860	\$ 6,637	\$ 16,225	\$ 14,733	\$ 21,085	\$ 21,370
SCL 009 Shoulder Widen	\$ 1,302	\$ 969	\$ 1,052	\$ 638	\$ 2,354	\$ 1,607
ALA 080 Bikeway	\$ 2,095	\$ 2,773	\$ 2,477	\$ 2,044	\$ 4,572	\$ 4,816
SM 101 Ramp Metering	\$ 2,903	\$ 5,126	\$ 11,505	\$ 10,568	\$ 14,408	\$ 15,694
ALA 880 Copper Wires	\$ 300	\$ 360	\$ 1,000	\$ 911	\$ 1,300	\$ 1,271
ALA 680 Repair Pavement	\$ 875	\$ 161	\$ 3,500	\$ 2,574	\$ 4,375	\$ 2,735
SCL 880 Eletrical Systems	\$ 400	\$ 366	\$ 1,500	\$ 1,500	\$ 1,900	\$ 1,866
NAP 029 Slope And Culverts	\$ 2,831	\$ 3,268	\$ 3,070	\$ 2,589	\$ 5,901	\$ 5,857
SON 001 Culvert,Rock Slope	\$ 440	\$ 483	\$ 425	\$ 301	\$ 865	\$ 785
MON 001 Bridge Rock Shed	\$ 10,854	\$ 11,095	\$ 34,234	\$ 33,312	\$ 45,088	\$ 44,406
MON 001 Soldier Pile	\$ 1,363	\$ 493	\$ 5,505	\$ 5,439	\$ 6,868	\$ 5,932
KER 058 Replace Bridge	\$ 1,125	\$ 1,571	\$ 1,871	\$ 1,610	\$ 2,996	\$ 3,181
KER 099 Replace Pavement	\$ 5,104	\$ 6,321	\$ 91,789	\$ 80,562	\$ 96,893	\$ 86,883
KIN 041 Rehab Roadway	\$ 6,916	\$ 7,081	\$ 11,627	\$ 9,856	\$ 18,543	\$ 16,936
LA 005 Median Barrier	\$ 2,668	\$ 4,283	\$ 5,349	\$ 5,297	\$ 8,017	\$ 9,580
LA 005 Restore Roadway	\$ 5,300	\$ 5,886	\$ 11,520	\$ 10,540	\$ 16,820	\$ 16,426
LA 210 Flume Liner	\$ 495	\$ 545	\$ 586	\$ 532	\$ 1,081	\$ 1,078
LA 001 Bridge Preservation	\$ 1,425	\$ 1,442	\$ 3,016	\$ 2,728	\$ 4,441	\$ 4,170
LA 605 Bridge Decks	\$ 680	\$ 960	\$ 2,428	\$ 2,297	\$ 3,108	\$ 3,257
RIV 074 Widen Intersection	\$ 1,145	\$ 1,723	\$ 1,316	\$ 1,006	\$ 2,461	\$ 2,729
RIV 086 Median Cross Over	\$ 210	\$ 290	\$ 591	\$ 536	\$ 801	\$ 825
SBD 040 Bridge Abutment	\$ 165	\$ 51	\$ 500	\$ -	\$ 665	\$ 51
AMA 012 Ada Curb Ramps	\$ 1,411	\$ 861	\$ 195	\$ 172	\$ 1,606	\$ 1,033
SD 075 Paint Bridge	\$ 644	\$ 1,389	\$ 2,835	\$ 2,470	\$ 3,479	\$ 3,859
2nd Quarter						
HUM 169 Repair Slipout	\$ 320	\$ 76	\$ 614	\$ 618	\$ 934	\$ 694
HUM 299 Storm Damage Repair Slide	\$ 1,080	\$ 421	\$ 3,100	\$ 2,994	\$ 4,180	\$ 3,416

**(C) Caltrans Fiscal Year 2014-15 State Highway Operations
and Protection Program Project Closeout**

Project Description	Support (\$1,000's)		Capital (\$1,000's)		Program (\$1,000's)	
	Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
DN 101 Repair Slipout	\$ 130	\$ 97	\$ 320	\$ 311	\$ 450	\$ 408
HUM 000 Metal Guard Railing	\$ 838	\$ 937	\$ 2,619	\$ 1,891	\$ 3,457	\$ 2,829
HUM 299 Repair Slide Drainage	\$ 3,318	\$ 3,795	\$ 5,733	\$ 5,295	\$ 9,051	\$ 9,090
ED 050 Cold Plane Hma Overlay	\$ 3,690	\$ 4,068	\$ 3,839	\$ 3,252	\$ 7,529	\$ 7,320
BUT 070 Retrofit Members, Bridge	\$ 3,600	\$ 3,310	\$ 7,101	\$ 6,369	\$ 10,701	\$ 9,678
ED 193 Improve Superelevation	\$ 855	\$ 761	\$ 662	\$ 305	\$ 1,517	\$ 1,066
PLA 080 Reconstruct Roadway	\$ 27,282	\$ 21,540	\$ 105,161	\$ 95,990	\$ 132,443	\$ 117,529
BUT 070 Pavement Rehabilitation	\$ 1,825	\$ 1,245	\$ 7,526	\$ 6,406	\$ 9,351	\$ 7,651
SOL 080 Widen Bridge, Drainage	\$ 2,698	\$ 3,886	\$ 1,815	\$ 1,465	\$ 4,513	\$ 5,351
CC 580 Bridge Deck Replacement	\$ 6,200	\$ 8,771	\$ 19,279	\$ 16,393	\$ 25,479	\$ 25,164
SON 037 Reconstruct Finger Joint	\$ 120	\$ 173	\$ 350	\$ 346	\$ 470	\$ 519
ALA 880 Repair Damaged Electrical Systems	\$ 400	\$ 289	\$ 1,500	\$ 1,466	\$ 1,900	\$ 1,755
SM 084 Construct Tieback Wall	\$ 736	\$ 1,399	\$ 1,561	\$ 1,383	\$ 2,297	\$ 2,782
SLO 101 Highway Rehabilitation	\$ 10,300	\$ 12,824	\$ 40,085	\$ 37,321	\$ 50,385	\$ 50,145
MON 101 Install Median Barrier	\$ 2,118	\$ 2,525	\$ 7,138	\$ 7,079	\$ 9,256	\$ 9,603
SB 246 Left-Turn Channelization	\$ 576	\$ 650	\$ 825	\$ 741	\$ 1,401	\$ 1,391
SCR 017 Stabilize Roadway Drainage	\$ 140	\$ 451	\$ 370	\$ 133	\$ 510	\$ 584
MON 001 Clear Roadway Of Slide	\$ 248	\$ 378	\$ 1,500	\$ 1,268	\$ 1,748	\$ 1,646
FRE 033 Retrofit Bridges With Composite	\$ 1,399	\$ 3,011	\$ 3,854	\$ 3,277	\$ 5,253	\$ 6,287
MAD 099 Pavement Rehabilitation	\$ 3,869	\$ 4,626	\$ 33,020	\$ 29,024	\$ 36,889	\$ 33,650
TUL 137 Install Guardrail, Extend Culverts	\$ 2,082	\$ 1,920	\$ 1,196	\$ 997	\$ 3,278	\$ 2,917
KER 005 Replace Ac Panels With Pcc	\$ 735	\$ 571	\$ 1,601	\$ 1,340	\$ 2,336	\$ 1,911
LA 110 Construct Auxiliary Lanes	\$ 20,066	\$ 19,182	\$ 31,287	\$ 26,567	\$ 51,353	\$ 45,749
LA 014 Slab Replacement Grinding Hma	\$ 5,520	\$ 4,431	\$ 34,526	\$ 30,963	\$ 40,046	\$ 35,393
LA 014 Plane Place Hma Replace Slabs	\$ 3,120	\$ 2,409	\$ 9,803	\$ 8,805	\$ 12,923	\$ 11,213
LA 005 Updgrade Mbgr Crash Cushions	\$ 1,630	\$ 1,205	\$ 1,349	\$ 1,198	\$ 2,979	\$ 2,403
LA 005 Install And Upgrade Signal	\$ 373	\$ 785	\$ 516	\$ 493	\$ 889	\$ 1,278
LA 091 Highway Planting And Irrigation	\$ 918	\$ 577	\$ 1,387	\$ 1,276	\$ 2,305	\$ 1,853
LA 710 Construct Rock Blanket,Inlets	\$ 736	\$ 1,107	\$ 724	\$ 553	\$ 1,460	\$ 1,660
LA 010 Reconst Slope Retain Wall	\$ 563	\$ 675	\$ 279	\$ 249	\$ 842	\$ 923
VEN 118 Replace Failed Modular Expansion	\$ 348	\$ 291	\$ 995	\$ 934	\$ 1,343	\$ 1,224
LA 001 Construct Curb Ramps Sidewalk	\$ 624	\$ 521	\$ 595	\$ 172	\$ 1,219	\$ 693
VEN 001 Repr Fire Damagepost-Fire Rock	\$ 370	\$ 572	\$ 4,720	\$ 3,965	\$ 5,090	\$ 4,537
VEN 033 Remove Large Rocks	\$ 150	\$ 104	\$ 750	\$ 2	\$ 900	\$ 106
RIV 074 Install Traffic Signals	\$ 652	\$ 865	\$ 353	\$ 272	\$ 1,005	\$ 1,136
RIV 074 Install Metal Beam Guardrail	\$ 953	\$ 836	\$ 568	\$ 528	\$ 1,521	\$ 1,364
SBD 015 Install Traffic Signals Curb Ramps	\$ 676	\$ 738	\$ 311	\$ 259	\$ 987	\$ 997
SBD 040 Bridge Siesmic Retrofit	\$ 1,094	\$ 646	\$ 259	\$ 172	\$ 1,353	\$ 818

**(C) Caltrans Fiscal Year 2014-15 State Highway Operations
and Protection Program Project Closeout**

Project Description	Support (\$1,000's)		Capital (\$1,000's)		Program (\$1,000's)	
	Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
RIV 010 Construct Concrete Barrier	\$ 1,222	\$ 1,215	\$ 3,076	\$ 2,772	\$ 4,298	\$ 3,987
SBD 040 Place Rock Slope Protection	\$ 807	\$ 633	\$ 414	\$ 323	\$ 1,221	\$ 956
SJ 005 Install Traffic Monitoring Stations	\$ 1,899	\$ 2,264	\$ 2,514	\$ 2,037	\$ 4,413	\$ 4,301
STA 099 Rehabilitate Concrete Pavement	\$ 4,571	\$ 5,118	\$ 85,564	\$ 82,428	\$ 90,135	\$ 87,546
AMA 088 Roadway Rehabilitation	\$ 7,615	\$ 11,134	\$ 18,056	\$ 14,196	\$ 25,671	\$ 25,330
SD 052 Pavement Rehabilitation	\$ 3,231	\$ 3,726	\$ 16,659	\$ 13,217	\$ 19,890	\$ 16,943
SD 056 Install Cctv, Ramp Metering	\$ 3,102	\$ 3,345	\$ 6,139	\$ 5,357	\$ 9,241	\$ 8,702
SD 005 Culvert Rehabilitation	\$ 2,783	\$ 2,152	\$ 2,630	\$ 1,620	\$ 5,413	\$ 3,771
IMP 098 Pavement Rehabilitation	\$ 2,160	\$ 1,310	\$ 3,781	\$ 3,527	\$ 5,941	\$ 4,836
SD 094 Reconstruct MBGR	\$ 584	\$ 491	\$ 742	\$ 732	\$ 1,326	\$ 1,224
SD 008 Concrete Barrier And Mbgr	\$ 1,087	\$ 1,300	\$ 2,552	\$ 2,444	\$ 3,639	\$ 3,743
ORA 091 Replace Concrete Pavement	\$ 9,536	\$ 6,847	\$ 19,876	\$ 17,324	\$ 29,412	\$ 24,171
ORA 057 Construct Concrete Barrier	\$ 138	\$ 74	\$ 513	\$ 513	\$ 651	\$ 587
ORA 005 Modify Traffic Signals Left Tn Ln	\$ 775	\$ 758	\$ 477	\$ 425	\$ 1,252	\$ 1,183
3rd Quarter						
Hum 101 Install Median Barrier	\$ 706	\$ 703	\$ 1,195	\$ 1,007	\$ 1,901	\$ 1,709
Men 101 Install High Friction Surface Treat	\$ 670	\$ 264	\$ 837	\$ 600	\$ 1,507	\$ 864
Hum 101 Seismic Retrofit	\$ 3,557	\$ 2,240	\$ 2,337	\$ 2,115	\$ 5,894	\$ 4,355
Tri 299 Rail Upgrade, Widen	\$ 1,173	\$ 1,044	\$ 1,114	\$ 1,009	\$ 2,287	\$ 2,053
Tri 299 Repair Slides.	\$ 286	\$ 335	\$ 263	\$ 222	\$ 549	\$ 557
Sha 005 Improve Roadway Drainage.	\$ 664	\$ 614	\$ 1,717	\$ 810	\$ 2,381	\$ 1,424
ED 050 Hma Concrete Sufacing And Drainage	\$ 6,549	\$ 6,979	\$ 5,602	\$ 4,747	\$ 12,151	\$ 11,726
ED 049 Left Turn Channelization	\$ 760	\$ 1,097	\$ 1,163	\$ 1,052	\$ 1,923	\$ 2,149
Col 020 Hma Overlay	\$ 755	\$ 608	\$ 1,672	\$ 198	\$ 2,427	\$ 806
Pla 049 Install Metal Beam Guard Rail At Various Lc	\$ 590	\$ 1,120	\$ 1,501	\$ 1,432	\$ 2,091	\$ 2,552
Var VAR Replace Toilets, Urinals, Faucets, And Show	\$ 210	\$ 64	\$ 400	\$ 94	\$ 610	\$ 158
Ala 880 Remove Existing Median Double Metal Bea	\$ 1,015	\$ 2,092	\$ 3,941	\$ 3,356	\$ 4,956	\$ 5,448
SM 035 Construct Soldier Beam Retaining Wall	\$ 812	\$ 1,141	\$ 746	\$ 588	\$ 1,558	\$ 1,729
Mrn 001 Replace Culvert And Install Rock Slope Prot	\$ 1,730	\$ 1,405	\$ 659	\$ 279	\$ 2,389	\$ 1,684
SCI 017 Construct Headwall And Soil Wall, Drainage	\$ 575	\$ 1,792	\$ 539	\$ 428	\$ 1,114	\$ 2,220
Son 001 Install 1-Way Traffic Signalization System	\$ 125	\$ 144	\$ 500	\$ 413	\$ 625	\$ 557
SF 001 Repair Damaged TOS	\$ 750	\$ 799	\$ 3,000	\$ 628	\$ 3,750	\$ 1,427
CC 024 Install Downdrain, Grading And Replace Fa	\$ 750	\$ 1,411	\$ 624	\$ 497	\$ 1,374	\$ 1,909
SB 154 Construct Rural Roundabout	\$ 2,153	\$ 2,027	\$ 3,978	\$ 3,718	\$ 6,131	\$ 5,745
SB 101 Construct Median Barrier And Rumble Strip	\$ 1,310	\$ 673	\$ 1,039	\$ 912	\$ 2,349	\$ 1,585
SB 101 Place High Friction Surface Treatment At Sp	\$ 309	\$ 147	\$ 358	\$ 291	\$ 667	\$ 439
SB 101 Restore Highway Planting	\$ 1,562	\$ 1,203	\$ 1,915	\$ 1,741	\$ 3,477	\$ 2,943
Mad 099 Construct Median Barrier	\$ 864	\$ 1,024	\$ 2,114	\$ 1,657	\$ 2,978	\$ 2,681

**(C) Caltrans Fiscal Year 2014-15 State Highway Operations
and Protection Program Project Closeout**

Project Description	Support (\$1,000's)		Capital (\$1,000's)		Program (\$1,000's)	
	Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
LA 010 Const Maintenance Vehicle Pullouts Aadd	\$ 750	\$ 508	\$ 1,217	\$ 1,131	\$ 1,967	\$ 1,639
Ven 150 Construct Rock Weir System	\$ 1,635	\$ 2,557	\$ 4,922	\$ 4,496	\$ 6,557	\$ 7,053
LA 210 Install Traffic Signal,Ada Ramps	\$ 348	\$ 446	\$ 345	\$ 305	\$ 693	\$ 751
LA 002 Repair Fire Damaged Bridge/Connectr *Dir	\$ 6,300	\$ 1,282	\$ 6,847	\$ 4,320	\$ 13,147	\$ 5,602
LA 1 Remove Replace Failed Bridge Deck	\$ 120	\$ 192	\$ 600	\$ 288	\$ 720	\$ 481
SBd 018 Left Turn In Both Directions, Widen Should	\$ 1,451	\$ 2,316	\$ 1,157	\$ 733	\$ 2,608	\$ 3,049
SBd 040 Hma Overlay And Mbgr	\$ 3,370	\$ 3,089	\$ 20,723	\$ 18,502	\$ 24,093	\$ 21,591
Riv 010 Build A New Admistrative Bldg Install A Ne	\$ 1,612	\$ 2,648	\$ 2,376	\$ 2,298	\$ 3,988	\$ 4,946
SBd 038 Add Left Turn Pockets	\$ 1,132	\$ 1,304	\$ 925	\$ 607	\$ 2,057	\$ 1,911
Riv 015 Replace Existing Guardrail With Concrete B	\$ 1,248	\$ 1,101	\$ 2,285	\$ 2,015	\$ 3,533	\$ 3,116
SBd 002 Modify Levee And Place Rip Rap	\$ 405	\$ 404	\$ 247	\$ 199	\$ 652	\$ 603
SBd 062 Remove Debris, Repair Damaged Shoulder	\$ 150	\$ 103	\$ 1,250	\$ 281	\$ 1,400	\$ 384
Riv 010 Repair Damaged Pavement, Remove Debris	\$ 95	\$ 73	\$ 400	\$ 400	\$ 495	\$ 473
Iny 395 Cold In-Place Recycle Capm	\$ 780	\$ 787	\$ 5,617	\$ 4,705	\$ 6,397	\$ 5,492
Mno 395 Cold Inplace Pavement, Hma Overlay	\$ 441	\$ 415	\$ 2,492	\$ 2,342	\$ 2,933	\$ 2,757
Mer 005 Remodel Weigh Station And Ramps	\$ 1,279	\$ 2,091	\$ 1,084	\$ 952	\$ 2,363	\$ 3,043
Sta 004 Shoulder Widening With Rumble Strips	\$ 977	\$ 761	\$ 381	\$ 336	\$ 1,358	\$ 1,097
SJ 026 Curve Realignmentreplace Bridge	\$ 2,429	\$ 2,133	\$ 3,341	\$ 2,595	\$ 5,770	\$ 4,727
SD 005 Clean And Treat Bridge Deck With Methacr	\$ 777	\$ 1,357	\$ 2,371	\$ 2,213	\$ 3,148	\$ 3,569
Ora 022 Existing Systems To Reduce	\$ 185	\$ 170	\$ 617	\$ 561	\$ 802	\$ 730
	\$ 278,360	\$ 291,459	\$ 852,987	\$ 755,810	\$ 1,131,347	\$ 1,047,269