State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

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Subject: **FY 2014-15 – SECOND QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Second Quarter project Delivery Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Second Quarter Fiscal Year 2014-15 Project Delivery Report

Quarterly Report to the California Transportation Commission

Contents

Executive Summary

Purpose of Report ---- Pg 1
Project Milestones and Accomplishments ---- Pg 1
Performance Measures ---- Pg 2
Project Watch List ---- Pg 3

Report

Delivery ---- Pg 11
Project Approval, Environmental Documents ---- Pg 14
Right of Way ---- Pg 16
Construction ---- Pg 18
Closeout Costs ---- Pg 20
Appendix: ---- Pg 23
(A) Project Milestones, Accomplishments Reported in Prior Quarters ---- Pg 24
(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program Project Closeout ---- Pg 25
(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout ---- Pg 26

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, California Transportation Commission resolutions, and audit recommendations by the California State Auditor. 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.

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.*

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	Completed	Year-To-Date		Annual Commitment		Year-End Projection		Goal	Status
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent	
Delivery									
Projects Ready for Construction	68	72	94	343	19	340	99	100	X 3 very high risk projects
Capital Value Ready for Allocation (millions)	$263.3	$435.9	60	$2,633.1	10	$2,599.4	99	100	X 3 very high risk projects
Project Approval, Environmental Documents									
Projects Approved	116	158	73	258	45	249	97	90	✓ On target to meet goal
Draft Environmental Documents Completed	33	43	77	74	45	70	95	80	✓ On target to meet goal
Right of Way									
Projects Certified	105	96	109	335	31	332	99	100	X 3 very high risk projects
Allocation Funds Committed	$77.7	NA	NA	$163.0	48	$163.0	100	100	✓ On target to meet goal
Construction									
Contracts Accepted	93	98	95	174	53	167	96	95	✓ On target to meet goal
Closeout Costs									
State Transportation Improvement Program Costs	21	NA	94	NA	94	NA	94	< 100	✓ On target to meet goal
State Highway Operations and Protection Program Costs	89	NA	93	NA	93	NA	93	< 100	✓ On target to meet goal
Legend									
✓ It is expected that Caltrans will meet the delivery goal.									
X 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 595 projects valued at $10.9 billion under construction. We have identified risks below on 27, or 4.5 percent of the projects in construction. Risks have also been identified on 10 projects in preconstruction.

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

Status	Projects	Risk Component	Risk	Notes
Completed or Nearly Complete	9	Construction Capital	$ 25 - 30 million	Final claims are being negotiated and settled. If supplemental funds are needed, this will occur in the next six months.
Construction in Progress	14	Construction Capital	$ 80 - 95 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more) as projects progress in construction and contractors file claims.
	4	Construction Support	$ 5-10 million	
	2	Special Cases	Willits Bypass and Doyle Drive are special cases and carry unique risks.	
	3	Right of Way	$ 5-15 million	Adjustments (debits) to right of way costs, if needed will occur after construction is complete.
Projects being re-advertised.	5	Construction Capital	$ 10 - 20 million	Results dependent on bid results, likely within the next six months.
Estimate Exceeds 120% Budget	5	Construction Capital	$ 15-25 million	If additional funds are needed, it will most likely occur within the next six months.

Risks are categorized as : H High M Moderate L Low

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

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
Ed	50	Hwy 50 Water Quality Improvements	STIP, SHOPP	$ 33.4	$ 18.1	H	Construction Capital

Additional funds may be needed to close-out construction contract. Issues include claims for utility relocations, unforeseen utility conflicts, and design changes. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.

Ala	880	Replace High Street Bridge	SHOPP	$ 84.8	$ 32.4	H	Construction Capital

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.

Sol	80	Relocate Cordelia Truck Scales	Bond, SHOPP	$ 31.8	$ 29.1	H	Construction Capital

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. (b) At a future date, subsequent 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.

LA	10	Metal Beam Guardrail	SHOPP	$ 2.7	$ 3.3	H	Construction Capital

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.

LA	405	Widen Highway	SHOPP	$ 22.3	$ 13.5	H	Construction Capital

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.

SBd	62	Colorado Bridge Replacement	SHOPP	$ 29.9	$ 10.5	H	Construction Capital

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.

Tuo	108	Sonora Bypass	Bond, STIP	$ 27.0	$ 14.4	H	Construction Capital

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.

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
Ora	39	Sidewalk, Culvert	Minor	$ 1.1	$ 1.5	H	Construction Capital

Additional funds may be needed to close-out 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.

SM	1	Pond Repair	STIP	$ 1.3	$ 1.3	M	Construction Capital

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.

Construction Projects In Progress

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
Sac	80	Sac I-80 Across The Top	STIP, SHOPP, Bond	$ 105.8	$ 27.2	H	Construction Capital

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.

SF	101	Doyle Drive	STIP	$ 852.0		H	Construction Capital

Additional funds may be needed to complete construction and close out contract. There are 34+ outstanding claims. Project is a "P3" contract (public-private-partnership contract). A briefing will be setup with members of Commission to discuss the status of claims on the project.

Son	12	Laguna De Santa Rosa Bridge	SHOPP	$ 11.2	$ 6.8	H	Construction Capital

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 work in the creek in August 2014, but was unable to do so.

Son	101	College Avenue Widening	STIP	$ 6.5	$ 2.4	H	Construction Capital

Additional funds may be needed to complete construction due to differing site conditions, design changes to drainage items, traffic signal foundation, aggregate base quantities, hot mix asphalt concrete leveling and associated overhead delays.

Tul Fre	99	Goshen to Kingsburg 6 Lane	Bond	$ 78.8	$ 22.6	H	Construction Capital Construction Support

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.

Mad	99	Avenue 12 Interchange	Bond, STIP	$ 69.4	$ 14.8	H	Right of Way Capital

Potential for county share debit adjustment of right of way at completion of construction. Right of capital post certification costs are higher than expected due to recent court settlements with three parcel owners.

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
LA	101	Structure Rehabilitation – Upgrade Bridge Railings	SHOPP	$ 3.2	$ 2.1	H	Construction Capital

Additional funds may be necessary to replenish construction capital to complete construction due to change orders to address different site conditions.

LA	710	Long-life pavement	SHOPP	$ 119.3	$ 31.2	H	Construction Capital

Potential need for additional funds to settle 26 outstanding claims. A reduction of scope of the project (reducing project limits) is being evaluated. Working to identify potential conflicts in upcoming stages and phases of the work.

SBd	15	Point of Entry, Truck Enforcement	SHOPP	$ 41.6	$ 24.1	H	Construction Capital

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.

Sta	219	Widen to four lanes	STIP, Bond	$ 32.8	$ 9.9	H	Right of Way Capital

Potential for county share debit adjustment of right of way at completion of construction, due to final condemnation and final right of way acquisition costs.

Men	101	Willits Bypass	STIP	$ 209.1	$ 99.7	M	Construction Capital
						H	Right of Way Capital

Additional funds for construction capital approved Dec. 10, 2014, based on a 50 percent confidence level of risks. Significant risks remain to complete the construction project. District is hiring a manager to focus on managing risks. Current right of way costs for the subsequent mitigation projects have increased the final estimates to more than 120 percent of the programmed budget. There will likely be a county share debit adjustment of right of way at completion of construction.

Sha	5	Bridge Replacement	SHOPP	$ 125.0	$ 43.0	M	Construction Capital
							Construction Support

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 though results and disputes with legal. Caltrans believes claims have no merit.

SCl	9	Realignment	SHOPP	$ 5.7	$ 4.9	M	Construction Capital

Additional funds may be needed if there are differing site conditions after cleaning and grubbing of steep slope in spring of 2015.

LA	10	Flyover Connector	SHOPP	$ 67.5	$ 12.7	M	Construction Capital

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.

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
LA	47	Schuyler Heim Bridge	SHOPP	$ 247.3	$ 32.6	M	Construction Capital Construction Support

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.

SCr	9	Pollution Control	SHOPP	$ 1.9	$ 3.0	L	Construction Capital

Potential for additional funds due to differing site conditions.

SJ	12	Bouldin Island Rehabilitation	SHOPP	$ 35.9	$ 9.7	L	Construction Capital

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.

Preconstruction Projects

Projects Being Re-Advertised

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
ED	89	Stormwater Improvements	SHOPP	$ 9.4	$ 6.6	H	Construction Capital

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. Potential remains for supplemental funds being needed when bids are opened for the second time.

Men	101	Willits Mitigation Riparian Wetland	STIP	$ 43.0	$ 3.0	H	Construction Capital

Additional funds proposed for March meeting. Initial bids were rejected. Original contract has been split up into multiple smaller contracts in an effort to reduce cost and encourage more competitive bidding. Analysis of bids increased cost estimate. Final estimate pending results of first project re-advertised.

LA	1	Repair Drainage	SHOPP	$ 6.7	$ 1.9	H	Construction Capital

Additional funds to award were approved in Dec. 2014. Bid results (informal contract) would of required additional funds to award. Project scope and budget is being re-evaluated. Project will be repackaged and re-delivered with more engineering details in an effort to reduce potential bid results.

SM	101	Bridge Replacement	SHOPP	$ 9.7	$ 7.1	M	Construction Capital

Caltrans repackaged the contract plans and the project has been re-advertised.

Fre	168	Enhance Vista Point	STIP	$ 1.5	$ 1.6	L	Construction Capital

Initial bids rejected. Repackage, remove items and re-advertise.

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

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
DN	199	Emergency Restoration	SHOPP	$ 1.3	$0 .9	H	Construction Capital

Additional funds to award will be needed for increased costs. One of two locations, due to a recent storm event will now require a higher cost soldier pile retaining wall.

HUM	299	Cedar Creek Curve	SHOPP	$ 1.4	$1 .1	H	Construction Capital

Additional funds to award 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. Project is also shown as a schedule risk in the next section.

Ala	880	Median Barrier	SHOPP	$ 35.7	$ 12.5	M	Construction Capital

Additional funds may be needed to advertise project. Potential increase in estimate due to constructability issues. Caltrans is still evaluating the estimate and alternatives.

Tuo	120	Bridge Rehabilitation	SHOPP	$ 13.7	$ 5.8	M	Construction Capital

Additional funds to award may be needed to advertise due to unique construction, environmental and tourists constraints which increased the estimate.

Pla	193	Curve Improvement and Widening	SHOPP	$ 12.5	$ 4.9	L	Construction Capital

Delivery team working to reduce contract work and estimate to within 120 percent of approved budget.

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 20, or 6 percent of committed projects at risk in the delivery contract. Caltrans is forecasting 3 projects (1 percent) valued at $34 million (1 percent) of committed projects as not likely being delivered.

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

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-Risk Delivery

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
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

Funding is pending negotiation with the region. These three projects were funded with local funds. Projects were put on hold in September when costs changes were identified. At this time, there is insufficient funding to complete the design effort.

Fre	180	Kings Canyon Expressway Segment 3	STIP	$ 73.6	$ 17.4	H	Fiscal Year Delivery

Working to finalize Army Corps permit requirements. Issues related to requests for information and analysis to avoid wetland areas. Additional locations being requested for analysis. Army Corps permit needed to obtain Flood Protection Permit and to certify right of way.

SON	116	Construct Retaining Wall	SHOPP	$ 3.9	$ 2.8	H	Fiscal Year Delivery

Permitting agency requires higher level environmental document which requires additional time for analysis and circulation for public comments.

LA	710	Long-life Pavement, Widen Bridge	SHOPP	$ 149.7	$ 28.8	H	Fiscal Year Delivery

Construction and maintenance agreement not in place with Union Pacific Railroad. High cost for flagging contract needs exemption approvals. Compensation is an issue (latest cost proposal from railroad was $1.3 million higher) to resolve right of way agreements. Environmental document may be challenged by city to get a soundwall. Caltrans continues to negotiate through the project issues.

LA	103	Paint Bridge	SHOPP	$ 4.8	$ 2.4	H	Fiscal Year Delivery

Caltrans seeking exemption approvals for high cost railroad flagging contracts. Four railroad companies involved. Project has several (nine) potential resolutions of necessity planned for Mar. 2015.

SBd	247	Construct Paved Shoulder	SHOPP	$ 19.5	$ 9.7	H	Fiscal Year Delivery

Condemnation (9 parcels with approved resolution's of necessity). Target date of Jun. 30, 2015 for right of way certification with work around due to date of orders of possession.

SBd	138	Realign Roadway	SHOPP	$ 32.4	$ 8.4	H	Fiscal Year Delivery

Permit risks, environmental mitigation cost , storm water waiver. Meeting with Army Corps to secure permits. Addressing costs for on-site monitors for cultural resources. Right of way work around certification may be used to facilitate delivery depending on order of possession dates for two parcels. One property owner has been nonresponsive. Meeting with water board to negotiate a storm water waiver.

Ora	Var	Traffic Management System Security	SHOPP	$ 3.0	$ 1.7	H	Fiscal Year Delivery
Ora	Var	Arterial Field Infrastructure Advanced Traffic Management System	SHOPP	$ 2.1	$ 0.9	H	Fiscal Year Delivery
		Advanced Traffic Management System	SHOPP	$ 1.7	$ 0.9	H	Fiscal Year Delivery

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 services contract office to determine the proper procurement and bid documents needed.

Moderate to Low-Risk Delivery

Location		Project Description	Program★	Capital $◊	Support $◊	Risk	Risk Component
HUM	299	Cedar Creek Curve	SHOPP	$ 1.4	$1 .1	M	Fiscal Year Delivery

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 is also shown as a budget risk in the previous section.

LA	5	Widen Freeway	Local, CMAQ	$ 545.8	$ 69.4	M	Fiscal Year Delivery

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.

LA	10	High Occupancy Vehicle Lanes	Local, CMAQ	$ 180.9	$ 53.9	M	Fiscal Year Delivery

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.

LA	39	Replace Bridge	SHOPP	$ 6.3	$ 3.4	M	Fiscal Year Delivery

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.

Plu	147	Replace Bridge	SHOPP	$ 8.3	$ 4.8	L	Fiscal Year Delivery

Environmental document being challenged by California Department of Fish and Wildlife. Issue is being elevated to management for resolution. Caltrans position is that since no listed endangered species are impacted and impacts to vegetation is minor, elevating the environmental document type to address mitigation would set a precedent for other projects without impacts.

LA	405	Paint Structure	SHOPP	$ 8.1	$ 3.1	L	Fiscal Year Delivery

High cost for flagging contract needs exemption approvals. Caltrans seeking exemption approvals for high cost railroad flagging contracts.

Riv	371	Left-turn Lane	SHOPP	$ 0.6	$ 0.9	L	Fiscal Year Delivery

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.

Tuo	120	Replace Bridge Deck, Retrofit	SHOPP	$ 13.7	$ 5.8	L	Fiscal Year Delivery

Stage construction, local road detour approval, and closure impacts to tourists. Caltrans is devoting resources to work through risks and address concerns.

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 second quarter, we delivered 68, or 19 percent of the annual commitment, with an estimated value of $263 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, Maintenance, and Emergency projects.

Through the end of the second quarter, fiscal year 2014-15, Caltrans:
- *delivered 6, or 40 percent of committed State Transportation Improvement Program construction contracts with an estimated value of $11 million, or 11 percent of committed funding.*
- *delivered 64, or 20 percent of committed State Highway Operations and Protection Program construction contracts with an estimated value of $253 million, or 12 percent of committed funding.*
- *delivered 33 additional emergency repair, minor program and maintenance program projects with an estimated value of $32 million.*

The sum of all projects delivered from all program funding sources is 112 projects, valued at $349 million.

Measure: Projects Delivered - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contract for Delivery

	Projects Delivered	Year-to-Date		Annual Commitment		Year-End Projection		Goal
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent
Projects Delivered	68	72	94	343	19	340	99	100

Projects Delivered - Five-Year Trend

	2nd Quarter Year-to-Date					2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Delivered	105%	101%	100%	79%	94%	47%	32%	31%	19%	19%

Five-Year Trend Analysis: The number of projects committed for delivery in the first two quarters was lower than past years. This resulted in a lower annual delivery percentage compared to past years in the five-year trend. The year-to-date percentage, however, is comparable to past years. A few projects are high risk and may not be delivered.

Measure: Capital Value Delivered - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contract for Delivery

	Value Delivered	Year-to-Date		Annual Commitment		Year-End Projection		Goal
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent
Capital Value Delivered (millions)	**$263.3**	**$435.9**	**60**	**$2,633.1**	**10**	**$2,599.4**	**99**	**100**

Construction Capital Value - Delivered Five-Year Trend

	2nd Quarter Year-to-Date					2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Capital Value Delivered	101%	93%	63%	53%	60%	37%	22%	17%	15%	10%

Five-Year Trend Analysis: The construction capital value of projects committed for delivery in the first two quarters was lower than past years. This resulted in a lower annual delivery percentage compared to past years in the five-year trend. The year-to-date percentage, however, is comparable to recent years.

Program Delivery

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

Costs are in millions.

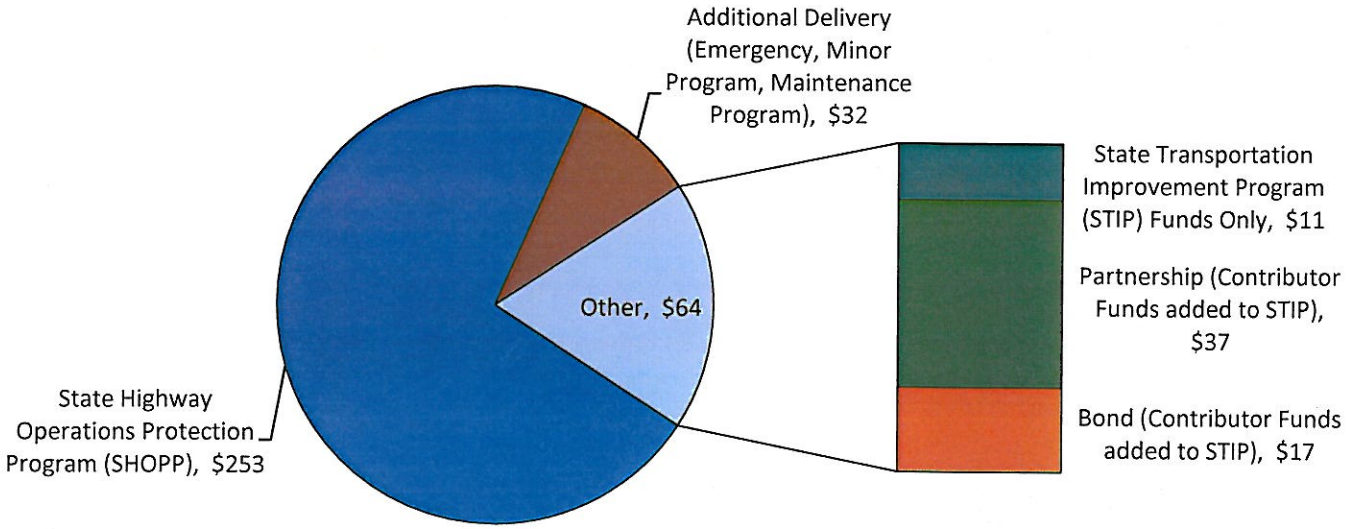
	Capital Value Committed	Capital Value Delivered	Capital Value Delivered	Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program	$ 83.6	$ 2.3		10	3	
State Transportation Improvement Program Rail	$ 12.2	$ 8.2		4	2	
Amended State Transportation Improvement Program	$ 0.5	$ 0.5		1	1	
Advanced State Transportation Improvement Program		$ 0.0			0	
Subtotal **State Transportation Improvement Program**	$ 96.3	$ 11.0	11 %	15	6	40 %
State Highway Operations and Protection Program	$ 2,123.9	$ 207.7		317	58	
Amended State Highway Operations and Protection Program	$ 45.4	$ 45.4		6	6	
Advanced State Highway Operations and Protection Program		$ 0.0			0	
Subtotal **State Highway Operations and Protection Program**	$ 2,169.3	$ 253.1	12 %	323	64	20 %
Partnership (Local and regional funding contributions)	$ 408.9	$ 36.6		18	8	
Proposition 1B Bond	$ 16.5	$ 16.5		1	1	
Minor Program Funds in Contract for Delivery	$ 0.2	$ 0.2		0	0	
Emergency Repair		$ 14.4			18	
Minor Program		$ 5.7			6	
Maintenance Program		$ 11.7			9	
Total Delivery **All Program Funding Sources**		$ 349.2			112	

Contract for Delivery support costs (68 projects delivered) Budget $ 55.0 million Expended $ 53.0 million

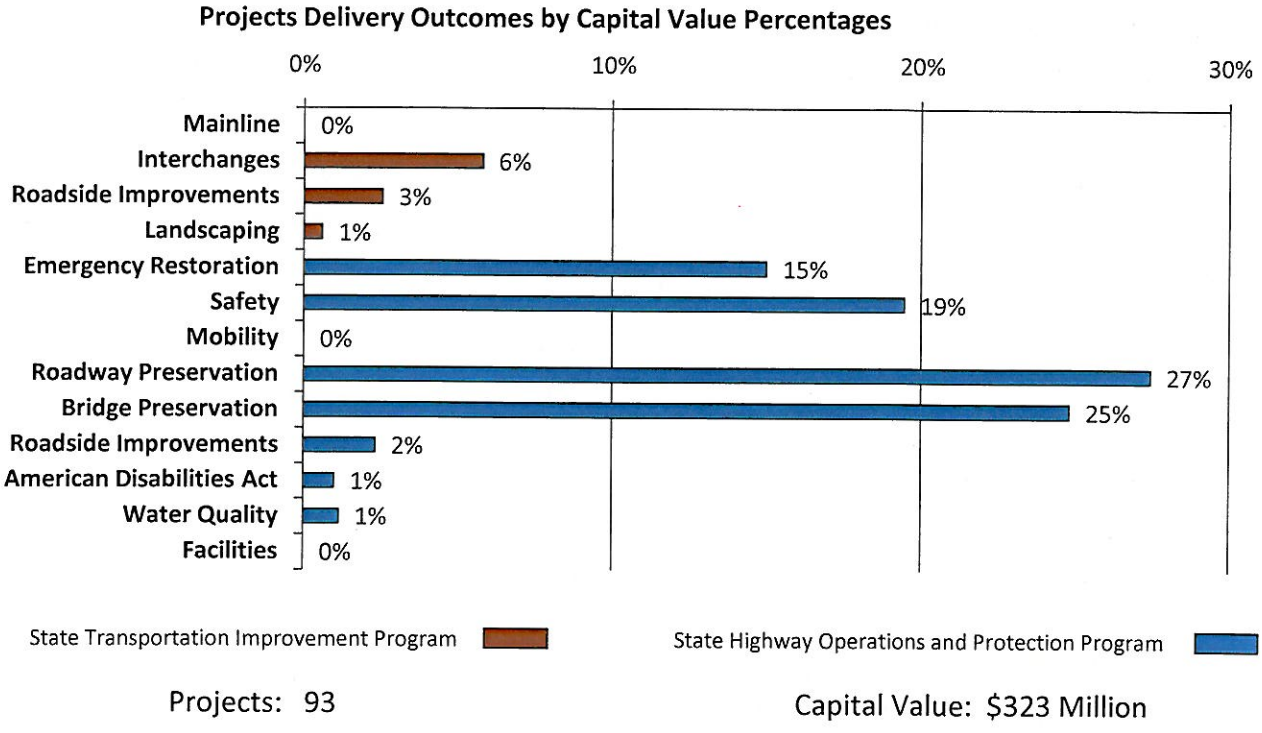
Project Delivery Outcomes

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

Project Delivery - Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages on projects delivered to date in fiscal year 2014-15. (Excludes minor and maintenance programs.)



Projects: 93

Capital Value: $323 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 second quarter, fiscal year 2014-15, Caltrans has approved a total of 116, or 45 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 second quarter, fiscal year 2014-15, Caltrans has completed a total of 33, or 45 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Projects Approved

	Projects Approved	Year-to-Date		Annual Commitment		Year-End Projection		Goal
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent
Number of Projects Approved	116	158	73	258	45	249	97	90

Projects Approved - Five-Year Trend

	2nd Quarter Year-to-Date					2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Approved	101%	92%	82%	110%	73%	55%	60%	47%	48%	45%

Five-Year Trend Analysis: The number of project approvals and environmental documents to date is comparable to past years. Nine 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 - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Draft Environmental Documents

	Documents Completed	Year-to-Date		Annual Commitment		Year-End Projection		Goal
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent
Number of Draft Environmental Documents Completed	33	43	77	74	45	70	95	80

Environmental Documents Completed - Five-Year Trend

	2nd Quarter Year-to-Date					2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Draft Environmental Documents Completed	80%	65%	56%	61%	77%	32%	30%	26%	40%	45%

Five-Year Trend Analysis: The number of draft environmental documents completed to date is comparable to past years. Four documents will likely not be completed this 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 second quarter, fiscal year 2014-15, Caltrans has certified a total of 105, or 31 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 second quarter, fiscal year 2014-15, Caltrans has committed $78 million, or 48 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Project Certifications

	Projects Certified	Year-to-Date		Annual Commitment		Year End Projection		Goal
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent
Number of Projects Certified	105	96	109	335	31	332	99	100

Projects Certified - Five-Year Trend

	2nd Quarter Year-to-Date					2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Projects Certified	111%	118%	115%	108%	109%	32%	41%	40%	42%	31%

Five-Year Trend Analysis: The number of projects committed for delivery in the first two quarters was lower than past years. This resulted in a lower annual delivery percentage compared to past years in the five-year trend. The year-to-date percentage, however, is comparable to past years. A few projects are high risk and may not be delivered.

Measure: Allocation Funds Committed - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Right of Way Allocation

	Funds Committed	Annual Commitment		Year-End Projection		Goal
		Committed	Percent	Forecast	Percent	Percent
Allocation Funds Committed (millions)	$ 77.7	$ 163.0	48	$ 163.0	100	100

Allocation Funds Committed - Five-Year Trend

	2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15
Allocation Funds Committed	32%	41%	40%	42%	48%

Five-Year Trend Analysis: Funds committed to date are slightly higher than past 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	$ 54.0	*57*
State Highway Operations and Protection Program	$ 34.8	$ 14.6	*42*
Subtotal	$ 129.4	$ 68.6	*53*
Specific Categories			
Post-certification	$ 25.1	$ 6.7	*27*
Permit Fees	$ 1.0	$ 0.5	*50*
Damage to Property (Inverse)	$ 7.5	$ 1.9	*25*
Subtotal	$ 33.6	$ 9.1	*27*
TOTAL	$ 163.0	$ 77.7	*48*

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 states resident engineer.

- *In fiscal year 2014-15, we committed to accept 174 construction contracts. Through the end of the second quarter, fiscal year 2014-15, Caltrans has accepted 93, or 53 percent of the annual commitment.*
- *At the end of the second quarter, fiscal year 2014-15, Caltrans had 595 projects valued at $10.9 billion under construction.*

Measure: Contracts Accepted - 2nd Quarter Fiscal Year 2014-15

Fiscal Year 2014-15 Contracts Accepted

	Contracts Accepted	Year-to-Date		Annual Commitment		Year-End Projection		Goal
		Committed	Percent	Committed	Percent	Forecast	Percent	Percent
Number of Contracts Accepted	93	98	95	174	53	167	96	95

Contracts Accepted - Five-Year Trend

	2nd Quarter Year-to-Date					2nd Quarter Annual Commitment				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Contracts Accepted	152%	99%	94%	97%	95%	44%	52%	48%	58%	53%

Five-Year Trend Analysis: The number of contracts accepted to date is comparable to past years. Seven contract completions are forecast outside of the year. Caltrans, however, remains on track to meet the goal for 95 percent of committed contracts to be accepted by the end of the year.

Construction Program Quarterly Status Notes

Contractor Payments: To date, in fiscal year 2014-15, $1,527 million has been paid to contractors.

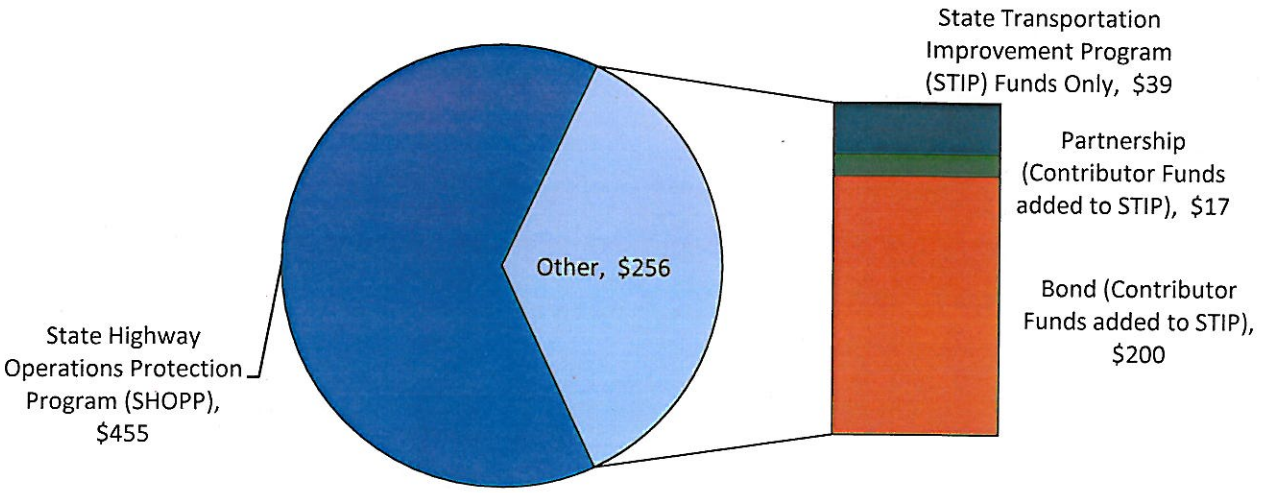
Construction Starts and Completions: 89 construction contracts valued at $544 million were started (including minor A and some minor B projects that are not programmed), and 151 construction contracts valued at $805 million were completed during the past quarter.

Claims and Arbitration: Caltrans has 57 construction contracts in post-contract acceptance with notice of potential claims in the amount of $52 million. We have 17 construction contracts in arbitration filed for $38 million. Three new arbitration cases were filed, and three contracts were settled or received an arbitration decision.

Constructed Outcomes

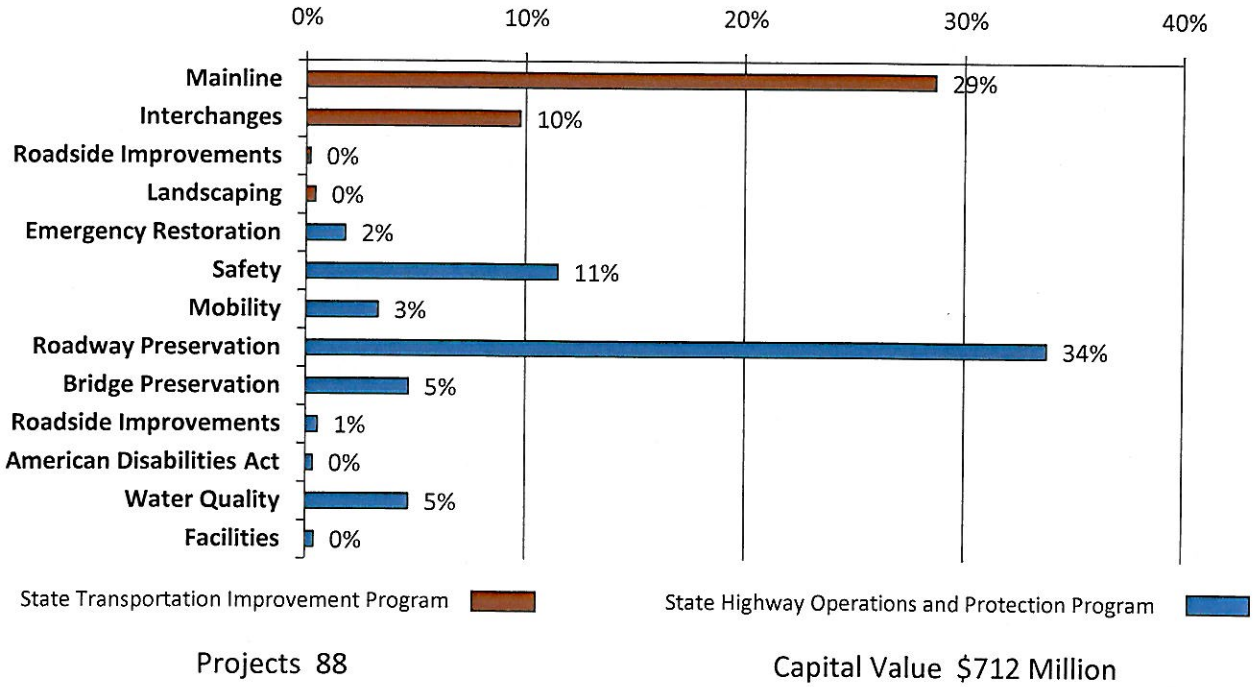
The chart below provides a distribution of transportation program dollars on projects that construction contracts have been accepted to date in fiscal year 2014-15 (excludes minor program and director's orders).

Contracts Accepted - Construction Capital (millions)



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

Constructed Project Outcomes by Capital Value Percentages



Projects 88

Capital Value $712 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 second quarter, fiscal year 2014-15, Caltrans is reporting closeout of 21 State Transportation Improvement Program projects. The final approved budget for these projects was $385 million. The actual cost to complete these projects was $360 million, or 94 percent of the final approved budget.*
- *Through the end of the second quarter, fiscal year 2014-15, Caltrans is reporting closeout of 89 State Highway Operations and Protection Program projects. The final approved budget for these projects was $982 million. The actual cost to complete these projects was $918 million, or 93 percent of the final approved budget.*

Measure: Program Costs - 2nd 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	94	93

Program Costs - Five-Year Trend

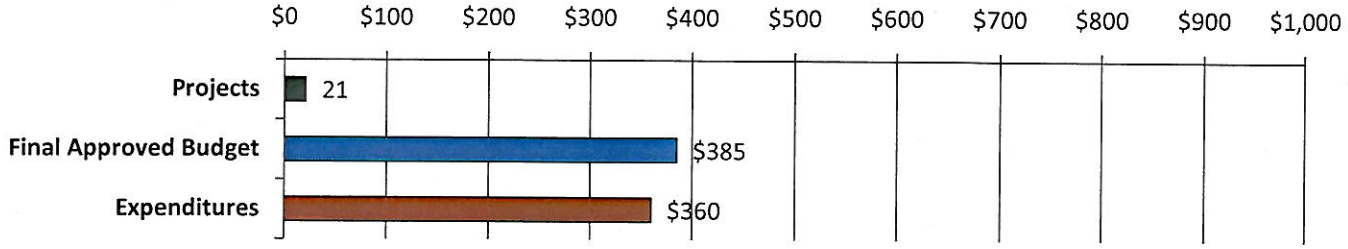
	State Transportation Improvement Program					State Highway Operations and Protection Program				
	2nd Quarter Year-To-Date					2nd Quarter Year-To-Date				
	10-11	11-12	12-13	13-14	14-15	10-11	11-12	12-13	13-14	14-15
Program Cost	93%	95%	87%	91%	94%	70%	67%	72%	78%	93%

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

Program Approved Budget versus Program Expenditures

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 to expenditures is provided for each project at construction contract acceptance (list of projects included in the appendix).

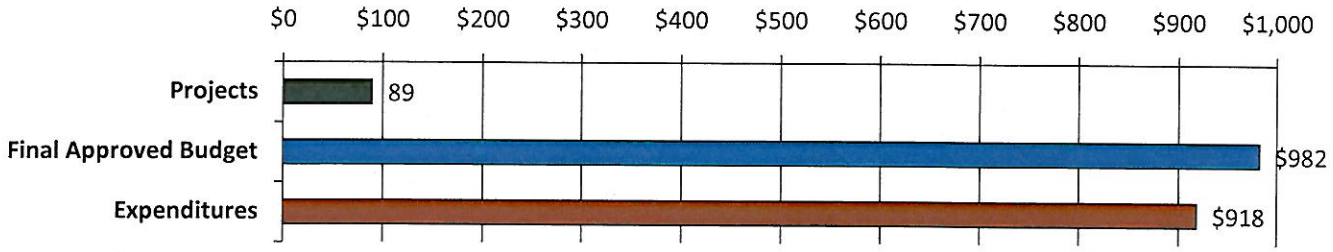
State Transportation Improvement Program[1] Closeout – Program Costs (millions)



There were a total of 21 State Transportation Improvement Program projects that were completed to date in fiscal year 2014-15. The final approved budget for these projects was $385 million. The actual cost of the projects completed was $360 million, which is 94 percent of the final 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 89 State Highway Operations and Protection Program projects that were completed to date in fiscal year 2014-15. The final approved budget for these projects was $982 million. The actual cost of the projects completed was $918 million which is 93 percent of the final 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 Cost, Expended Costs for 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 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
CMIA[1] Bond	$ 232,964	$ 139,279	$ 130,865
TCIF[1] Bond	$ 1,890	$ 983	$ 924
STIP[1]	$ 78,734	$ 67,877	$ 63,311
SHOPP[1] Contribution	$ 1,434	$ 1,883	$ 1,860
Total	$ 315,022	$ 210,022	$ 196,960

Construction Support ($1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
CMIA[1] Bond	$ 34,291	$ 34,291	$ 29,819
TCIF[1] Bond	$ 170	$ 170	$ 163
STIP[1]	$ 610	$ 610	$ 566
Total	$ 35,071	$ 35,071	$ 30,548

State Highway Operations and Protection Program Closeout – Construction Costs

Construction Capital ($1,000's)			
Program	Commission Initial Allocation	Final Approved Costs	Expended Costs
SHOPP	$ 828,894	$ 739,008	$ 671,850

Notes: [1] CMIA - Corridor Mobility Improvement Program; TCIF - Trade Corridors Improvement Fund; STIP - State Transportation Improvement Program, 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

(A) Project Milestones, Accomplishments Reported in Prior Quarters

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.

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 Buchanon 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 Program[1] Project Closeout

Project Description			Support		Capital		Program	
			Approved Support Budget[2]	Actual Support Costs	Approved Capital Budget[2]	Actual Capital Costs	Approved Project Budget[2]	Actual Project Costs
[1] State Transporation 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
SCl	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
SCl	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
			$ 121,885	$ 113,849	$ 263,411	$ 245,800	$ 385,296	$ 359,649

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

Project Description	Support		Capital		Program	
	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
DN 101 Repair Slipout	$ 130	$ 97	$ 320	$ 311	$ 450	$ 408

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

Project Description			Support		Capital		Program	
			Approved Support Budget	Actual Support Costs	Approved Capital Budget	Actual Capital Costs	Approved Project Budget	Actual Project Costs
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		$ 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
RIV	010	Construct Concrete Barrier	$ 1,222	$ 1,215	$ 3,076	$ 2,772	$ 4,298	$ 3,987

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Project Description			Support		Capital		Program	
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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
			$ 225,001	$ 238,795	$ 756,576	$ 678,739	$ 981,577	$ 917,534