



CALIFORNIA DEPARTMENT OF TRANSPORTATION

Second Quarter Fiscal Year 2015-16 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



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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.

Performance Measures

Our Commitment to Delivery

Delivery of transportation capital programs is one of the most essential functions that Caltrans performs to preserve, protect, and enhance 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 fatalities and serious injuries resulting from traffic accidents. System expansion projects reduce congestion by adding lanes or constructing highways.

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

Measures – 2nd Quarter Fiscal Year 2015-16									
Measure	Year-To-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Project Approval, Environmental Documents									
Draft Environmental Documents Completed	28	35	80	82	34	78	95	80	✓
Projects Approved	120	154	78	263	46	254	97	90	✓
Right of Way: Projects Certified									
Projects Certified	84	72	117	260	32	258	99	100	☒
Allocation Funds Committed (millions)	\$72	NA	NA	\$144	50	\$144	100	100	✓
Delivery: Projects Designed and Ready for Construction									
Projects Designed and Ready for Construction	50	56	89	244	20	243	99	100	☒
Capital Value Ready for Allocation (millions)	\$249	\$409	61	\$2,052	12	\$1,917	93	100	☒
Construction: Projects Constructed									
Contracts Accepted	117	127	92	209	56	203	97	95	✓

Measure	Year-To-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Closeout Costs									
State Transportation Improvement Program Costs (millions)	\$1,423	\$1,468	97	NA	NA	NA	NA	< 100	✓
State Highway Operations and Protection Program Costs (millions)	\$615	\$702	88	NA	NA	NA	NA	< 100	✓
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 project 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. While this report is intended to reflect information at the end of the reporting period, information for narratives provided for the project watch list is updated up to the time the report is published to provide the most accurate information as possible.

Budget Risks (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 fiscal year 2014-15, 96 percent of construction projects were completed within the Commission's capital allocation and Caltrans' delegated funding authority.

As of February 1, 2016, Caltrans had 676 projects valued at \$8.3 billion under construction. We have identified risks below on 28, or 4.1 percent of the projects in construction. Caltrans is categorizing risks and the potential for supplemental funds for projects in construction as follows:

Status	Projects	Construction Capital	Construction Support	Risk	Approved Budget	Notes
Construction Projects Completed or Nearly Complete	8	7		\$15-20 million	Construction Capital \$ 258 million	If supplemental funds are needed, this will occur in the next six months.
			3	\$40-45 million	Construction Support \$ 106 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
Construction Projects in Progress	20	15	10	\$160-170 million	Construction Capital \$ 809 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
TOTALS	28	22	13			

Note: Projects stricken are excluded from project counts

Risks of needing supplemental funds are categorized as:

VH Very High **H** High **M** Moderate **L** Low

Category trends are defined as:

↑ Higher, = Same, or ↓ 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
SJ	99	Manteca Widening phase 1	Bond, STIP	\$31.6	\$5.0	VH = Construction Capital VH = Construction Support	
Additional funds are needed for construction support over-expenditures and to provide enough funding to close out the project. The proposed plan is to transfer construction support savings from Manteca Widening Phase 2.							
Mer	99	Plainsburg Road Freeway	Bond, STIP	\$53.1	\$8.3	VH = Construction Capital VH = Construction Support	
Additional funds of are needed for construction support over-expenditures and to provide enough funding to close out the project. The proposed plan is to request an amendment to transfer savings from Construction Capital to Construction Support. Additional support cost were required to process over 50 Contract Change Orders. It is anticipated that the savings from Construction Capital will be adequate to complete final project closeout, including right of way monumentation and claims work.							
Sol	80/12	WB I-80 to SR 12 Connector and Green Valley Rd Interchange	Bond, STIP	\$56.4	\$21.5	VH = Construction Support	
Supplemental funds are needed to complete contract administration due to design changes caused by differing site conditions and staging conflicts that added working days to the contract. A supplemental funds request will be prepared for the March meeting.							
VEN	101	Bridge Replacement and Widening	SHOPP, STIP	\$84.6	\$21.3	VH A	Construction Capital
Additional funding is needed for arbitration settlement. A supplemental funds request for additional construction capital has been prepared for the March meeting.							
Sol	80	Relocate Cordelia Truck Scales	Bond, SHOPP	\$31.8	\$29.1	H = Construction Capital	
Supplemental funds may be needed to settle a remaining claim to address cracked jointed concrete pavement that may go to arbitration.							
SM	1	Devil's Slide Environmental Commitments	STIP, SHOPP	\$5.9	\$5.0	H = Construction Capital	
Additional funds are needed to resolve environmental requirements. There is an environmental obligation for mitigation requirements. The project will be delayed one year due to lack of available federal, SHOPP, and STIP funds in fiscal year 2015-2016.							
SBd	62	Colorado Bridge Replacement	SHOPP	\$29.9	\$10.5	M = 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.							
LA	405	Widen Highway	SHOPP	\$22.3	\$13.5	L = 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. There is a balance of contingency funds that may be sufficient to cover claims.							
Sut	99	Riego Road Interchange	SR99 Bond	\$20.0	\$7.0	D Construction Support	
Project is complete. There is a small balance of support funds. It is anticipated that the balance will be adequate to complete final project closeout, including right of way monumentation and claims work. There is a low risk that additional support may be needed if claims are more than anticipated. The risk is being managed within current budget. There is no need for supplemental funds.							
But	99	Chico Auxiliary Lanes	STIP, Bond	\$28.0	\$9.9	D Construction Capital	
Additional funds will be needed to close-out the construction contract due to claims that have been agreed upon by Caltrans. The contract is complete. Funds approved at January meeting.							

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Cty	Rte	Description	Program*	Capital \$	Support \$	Risk	Component
Tuo	108	Sonora Bypass	Bond, STIP	\$27.0	\$14.4	D	Construction Capital
<p>Storm water fine exceeds remaining budget. Responsibility for payment of fine has been passed on to the contractor. The contractor has included the fine as a potential claim. Potential for additional funds is dependent on whether state or contractor is determined to be responsible for payment. Project went into mediation in September, 2015, and a judgment was made that Caltrans owes the contractor additional money. Proposed for an upcoming Commission meeting will be a supplemental funds request to settle the judgment. Funds approved at January meeting.</p>							
Ora	39	Curb Ramps	SHOPP	\$2.4	\$1.9	D	Construction Capital
<p>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. The claim has been settled and final estimate has been submitted. There is no need for supplemental funds.</p>							

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	VH H	Construction Capital A Construction Support
<p>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. Potential for additional support funds due to delays in completing construction. Caltrans is closely monitoring and managing remaining budget.</p>							
LA	1	Repair failed slope	SHOPP	\$7.3	\$3.5	VH	Construction Capital
<p>As a result of inverse law suit from adjacent property owner, additional funds are required to redesign and construct a taller wall. Caltrans Legal has reached an agreement to settle with the property owner on a wall to be constructed to mitigate the land slide. Because the project has been under suspension for an extended period of time, the contractor will likely be requesting a contract price adjustment and delay claim expenses, requiring additional funding to re-start the project.</p>							
LA	47	Schuyler Heim Bridge	SHOPP	\$247.3	\$32.6	VH VH	Construction Capital Construction Support
<p>Potential for additional funds due to differing site conditions in foundations, right of way delay issues with Port of Long Beach, 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. Based on the risk management and exposure report dated July, 2015, to cover claims and contract change orders, there's a significant funding shortfall in construction capital funds. The current budget was supplemented within existing budget authority (G-12 authority) in September 2015. A Supplemental Funds Request has been prepared for the March meeting.</p>							
Men	101	Willits Bypass	STIP	\$209.1	\$99.7	M VH	Construction Capital Construction Support
<p>Additional funds for construction capital were approved in Dec. 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. 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 the potential of a one year delay. The project is 87% complete. Construction support (grandfathered STIP-IIP funding) expenditures significantly exceed the programmed budget. The construction support budget was not supplemented when construction capital was in 2014, and the programmed support component pre-dates SB45 STIP changes and is based on old estimates.</p>							
Mad	99	Avenue 12 Interchange	Bond, STIP	\$69.4	\$14.8	VH	Construction Support
<p>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.</p>							

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Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
SJ	99	South Stockton 6-Lane Widening	Bond, STIP	\$114	\$15.5	VH A	Construction Support
<p>Additional funds for construction support are needed due to right of way delays to the construction work. The Construction and Maintenance Agreement with BNSF Railroad was approved on 07/12/13 but construction began eight months sooner on 12/03/12. Additional delays as a result of utility relocation work have also added working days to the contract. The Project Development Team is working on reducing the estimate at complete to create a more accurate estimate of the additional funds required for construction support. The proposed plan is to transfer savings from R/W capital to construction support.</p>							
LA	10	Flyover Connector	SHOPP	\$67.5	\$12.7	VH ↑	Construction Capital
<p>Project contingency budget 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 eliminate a major risk. Caltrans may need additional funds to pay for contractor's claims in order to close-out the project. Supplemental funds request has been prepared for March meeting.</p>							
LA	710	Long-life pavement	SHOPP	\$119.3	\$31.2	VH ↑	Construction Capital
<p>Potential need for additional funds to settle outstanding claims. Working to identify potential conflicts in upcoming stages and phases of the work.</p>							
LA	39	Repair failed slope	SHOPP	\$1.5	\$0.6	VH A	Construction Capital
<p>A supplemental funds request will be required due to unforeseen site conditions that affected both construction and traffic handling activities. During construction it was discovered that six support piles for a retaining wall needed to be extended in order to reach underlying bedrock. Changes to temporary traffic control systems were also required after consultation with CHP. Instead of using a temporary signal, flaggers will be used to direct vehicles and bicyclists through the construction site. Additional funds will be requested at the March meeting.</p>							
LA	18	Replace Bridge Deck	SHOPP	\$2.7	\$1.0	VH A	Construction Capital
<p>Additional funding needed for changes to bridge deck, contractor claims, delays and increases to traffic control. A supplemental funds request for has been prepared for the March meeting. Additional funds may also be needed in the future to reimburse the County of San Bernardino for repairing damage to their roads caused by a traffic detour during construction. Additional funds will be requested at the March meeting.</p>							
SM	101	San Francisco Bridge Replacement	SHOPP	\$9	\$2.8	VH A	Construction Support
<p>Additional funds are needed to complete contract administration due to unanticipated expenditures. These included response to local concerns traffic impact of over long-term closure of auxiliary lanes, restaging of construction, and additional creek management and flood control due to El Nino season.</p>							
Sac	Var	High Friction Surface Treatment	SHOPP	\$2.4	\$0.5	H =	Construction Capital
<p>Patent issues and multiple unsuccessful attempts to place high surface friction treatment (HFST) have resulted in the decision to remove the HFST work from the contract. Potential need for additional funds to cover item adjustment costs associated with reduced item work as well as potential claims.</p>							
Tul Fre	99	Goshen to Kingsburg 6 Lane	Bond	\$78.8	\$22.6	H = H =	Construction Capital Construction Support
<p>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.</p>							
Tul	99	Tulare to Goshen North 6-Lane	Bond, STIP	\$38.7	\$10.8	H = H =	Construction Capital Construction Support
<p>Potential for additional funds to settle claims. Capital and support costs have been increased due to discovering unexpected utility conflicts.</p>							
SBd	138	Widening (Phase 1A)	STIP	\$52.0	\$30.3	H =	Construction Support
<p>Construction support has increased due to resolving numerous project conflicts with design, right of way, and environmental clearance, and cost escalation.</p>							
SBd	138	Horsethief Creek Br Replacement	SHOPP	\$6.5	\$1.2	H A	Construction Capital
<p>The project was awarded using most of the available G-12 funding capacity, leaving little funding capacity available during construction. Contract will be delayed approximately 10 months due to various changes in contract: access for construction was revised requiring RW and environmental clearances; design conflicts and reviews of precast girders shop drawings; additional testing for CIDH piles and anomalies encountered in bridge piers that may require a non conventional mitigation plan. Piles were recently cored to determine the extent of anomalies and a report is forthcoming. The potential for additional funds may be needed for mitigation for piers and for additional TRO due to delay in contract acceptance.</p>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
SM	101	Broadway Interchange	STIP/Local Funds	\$51.2	\$8.0	H A	Construction Support
Construction support cost may need additional funds, as a major incident occurred at the project site, where a PG&E tower was knocked-down by the contractor, closing the entire highway for a weekend. This caused unanticipated (additional) support cost expenditures.							
SBd	15	Point of Entry, Truck Enforcement	SHOPP	\$41.6	\$24.1	M	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. Costs have been managed by denying request for building upgrades, establishing early coordination with contractor on potential cost increases, and negotiated re-painting to reduce costs. The remaining balance of Caltrans funding authority (G-12) was approved to settle claims made to date, however, there is now a higher risk on recent claims by the contractor that may require the need for supplemental funds. In addition, Caltrans has initiated change orders to meet various inspection requirements that will require supplemental funding. Those change orders include water well valve installation, ADA facility modifications, safety requirements and building modifications requested by CHP.							
Son	12	Laguna De Santa Rosa Bridge	SHOPP	\$11.2	\$6.8	M	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 start work in the creek in August 2014, but was unable to do so.							
Sha	5	Bridge Replacement	SHOPP	\$125.0	\$43.0	M	Construction Capital
Additional funds may be needed to settle 33 outstanding claims due to differing site conditions on foundations. Dispute resolution hearings, partnering, and negotiations efforts continue. Working through results and disputes with legal. Caltrans believes claims have no merit.							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
SJ	12	Bouldin Island Rehabilitation	SHOPP	\$35.9	\$9.7	D	Construction Capital
Request for additional funds is proposed for the January meeting. The placement of the embankment/surcharge on the new alignment started in March, 2014. In October, 2014, inspectors noticed excessive settlement of the embankment near the Mokelumne River Bridge. It was decided to move the embankment east to avoid the failure. Subsequently, the failure continued but has recently stabilized. The recommended alternative to repair the embankment failure will require supplemental funds. Funds approved at January meeting.							

Construction Partnership Projects In Progress
Local Agencies Implementing Agencies

Risk	Approved Budget	Notes
As mega-projects (capital > \$500 million), the project funding is a mix of multiple funding sources, including State funds allocated by the commission.	\$2.0 Billion	If supplemental funds are needed, this will occur in the next 6 months to 2 years (or more).
Mega projects carry their own unique risks, which are not quantified as part of this report.		

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	710	Gerald Desmond Bridge	Local, Bond, SHOPP	\$1,156.0	Design Build	VH ↑	Construction Capital
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 anticipated that additional funds will be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the risk management plan. A funds request for a portion of the shortfall is anticipated for the June or August meeting. On July 13th, 2015 the Port of Long Beach approved an increase in the project budget. Funding for the increase has not been identified at this time. The Buy America issue has been resolved. FHWA recently approved to make the iron and steel material used for Oxy/Tidelands oilfield relocation work ineligible for federal funding.							
SF	101	Doyle Drive	STIP, SHOPP, Local	\$992.9	\$50.8	H H A	Construction Capital Construction Support
Commissioners on the project delivery council were briefed on the project on March 18, and again on June 17, 2015. Additional funds for construction support are needed to provide oversight through final acceptance.							
Sta	99	Pelandale Ave Interchange	Bond	\$4.3	\$54.6	M	Construction Support
Forecasted costs for construction support exceed the approved budget (bond funded). Local agency has identified potential capital savings and is working on a revised funding plan.							

Right of Way Adjustments to be made after Completion of Construction

Caltrans reports the final estimated costs at completion for State Transportation Improvement Program (STIP) funded right of way after construction contract acceptance. If the right of way final estimate at completion exceeds 120 percent of the programmed amount, a debit will be made against county or Interregional Improvement Program shares in the subsequent STIP programming cycle. Caltrans estimates the potential for right of way adjustments as follows:

Right of Way	Risk	Approved Budget (STIP portion)	Notes
Right of Way costs for projects in construction that exceed 120 percent of programmed budget.	\$ 40 - 45 million	Right of Way \$ 71 million	Adjustments (debits) to right of way costs, if needed will occur after construction is complete.

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Men	101	Willits Bypass	STIP	\$209.1	\$99.7	VH	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 will likely be a county share debit adjustment of right of way at completion of construction.

Mad	99	Avenue 12 Interchange	Bond, STIP	\$69.4	\$14.8	VH	Right of Way Capital
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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.

SBd	138	Widening (Phase 1A)	STIP	\$52.0	\$30.3	H	Right of Way
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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.

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
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.

LA	5	Carmenita Interchange	STIP, Local	\$340.2	\$54.9	M	Right of Way
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~~*Current STIP right of way expenditures exceed the STIP programmed budget by more than 120 percent. Expenditures incurred to acquire parcels have exceeded 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 increased right of way costs. At completion of construction, the final estimated right of way costs will be updated, and there will likely be a subsequent debit made (dependent on local money added) against county shares in the subsequent STIP programming cycle. Locals have agreed to cover cost increases by debit against future county shares from STIP programming. Final right of way cost will be reported at closeout.*~~

Preconstruction Projects

Caltrans estimates construction capital risks for preconstruction projects as follows:

Preconstruction Projects	Risk	Approved Budget	Notes
Projects with bid results higher than budget - 9 projects	\$ 35-40 million	Construction Capital \$ 93 million	Results dependent on bid results, likely within next six months.
Project estimates for allocation that exceed 120 percent of construction capital budget - 3 projects	\$ 5-6 million	Construction Capital \$ 7 million	If additional funds are needed, it will most likely occur within the next six months.

Note: Projects dropped excluded from Project counts.

Projects With Bid Results Higher than Budget

Cty	Rte	Description	Program*	Capital \$	Support \$	Risk	Component
Ala	580	Ramp Pavement Rehabilitation	SHOPP	\$2.8	\$1.1	H ↓	Construction Capital
<p>Bid results were higher than the engineer's estimate due to the number of locations, new and unique construction techniques, and restrictive work windows that only allow for work to be performed at night. The construction capital estimate was increased during preliminary engineering, however, bid results were still higher than anticipated. At the January 2016 meeting the CTC did not approve the request for supplemental funds and directed the department to repackage and readvertise the project. There is a risk that bids could still be higher than current allocation.</p>							
Ora	73	Widen Roadway	SHOPP	\$1.9	\$1.9	VH =	Construction Capital
<p>The project was recommended for award using G12 authority but the lowest bidder was found to be non-responsive. The second lowest bidder is slightly higher than G12 authority and will require a supplemental request to award. A supplemental funds request has been prepared for the March meeting.</p>							
LA	405	Install Concrete Barrier & MBGR	SHOPP	\$11.2	\$3.5	VH A	Construction Capital
<p>Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting.</p>							
LA	47	Bridge Seismic Restoration	SHOPP	\$28.7	\$9.0	VH A	Construction Capital
<p>Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting.</p>							
Ker	58	SR 58 Friction Surface	SHOPP	\$0.3	\$0.4	M ↓	Construction Capital
<p>Additional funds may be needed to award the contract. Potential increase in estimate due to innovative construction method.</p>							
Men	101	Willits Mitigation Riparian Wetland	STIP	\$26.3	\$3.0	M =	Construction Capital
<p>Initial bids were rejected. Original contract has been split into smaller biddable and buildable contracts so they can be re-advertised and awarded. Contracts for this project awarded to date are within approved allocation at May 2013 meeting. 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.</p>							
SC	9	Upgrade Bridge Rail	SHOPP	\$1.6	\$0.50	M =	Construction Capital
<p>Additional funds may be needed to award the contract. Bids were higher than engineers estimate.</p>							
Fre	168	Auberry Road Roundabout	SHOPP	\$3.2	\$3.0	M A	Construction Capital
<p>Additional funds may be needed to award the contract due to the complicated stage construction to construct the roundabout.</p>							
Ala	880	Median Barrier	SHOPP	\$35.8	\$6.0	M A	Construction Capital
<p>Bid protests have delayed award of the contract. If it becomes necessary to award to other than the apparent low bidder, additional SHOPP funds may be requested from CTC or a readvertisement may be required.</p>							
Sha	5	Seismic Retrofit	SHOPP	\$13.1	\$6.1	D	Construction Capital
<p>Bids were higher than expected for the project. Additional funds were secured from the Office of Traffic Safety to allow the project to be awarded within G12 authority. The District is proposing to award to the lowest bidder, however, analysis of the bids is ongoing. If the two lowest bidders are found ineligible then the District may need to request a supplemental request to award. Project has been awarded within approved funding.</p>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Sha	Var	High Reflective Signs	SHOPP	\$2.0	\$0.7	D	Construction Capital
<i>Bids were higher than anticipated for the project but are within G12 authority. Instead of delaying the project by redesigning to reduce the scope, the District will use part of the contingency to award the project. In the event that the capital budget is insufficient, sign locations will be removed during construction. Project has been awarded within approved funding.</i>							
Sis	161	Pavement Rehabilitation	SHOPP Minor	\$1.0	\$1.0	D	Construction Capital
<i>This portion of State Route 161 is in desperate need of rehabilitation. Because the route is considered low priority and does not qualify for SHOPP Major funding, the District used SHOPP Minor funds to prevent further degradation of the roadway. Funds voted at January meeting.</i>							

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

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Kin	43/137	Whitley Avenue Intersection Improvements	SHOPP	\$2.4	\$2.0	VH =	Construction Capital
<i>Additional funds may be needed to advertise project. Potential increase in estimate due to recent high bids on similar roundabout project for traffic control system and various items of work involving concrete (curbs, sidewalks, splitter islands and truck aprons).</i>							
Slo	101	Major Damage, Bridge Rail Replacement	SHOPP	\$1.5	\$0.7	VH =	Construction Capital
<i>Additional funds are needed to advertise this permanent restoration project. The latest capital estimate is over the programmed budget due to increases in material costs, addition of safety features, changes in construction techniques, and increases in traffic control. Support resources do not adequately capture the amount of work required for the revised capital estimate and need to be increased accordingly. Additional funds will be requested at the March meeting. Project reached RTL on January 21, 2016.</i>							
Men	101	Willits Bypass Fish Passage	STIP	\$2.3	\$1.2	VH ↑	Construction Capital
<i>Potential delivery risk due to construction scenarios. Latest capital cost estimate is over programmed budget and includes fish passage restoration at both the north and south forks (north fork was not scoped or budgeted for, but is now required mitigation by California Department of Fish and Wildlife). Locals (Mendocino County) proposed to cover 15% of construction capital increases. Project is also shown as a delivery risk on subsequent pages. A supplemental funds request is being prepared for the May meeting.</i>							

Schedule Risks (Allocation Extension)

In managing delivery, Caltrans is taking intelligent and reasonable risks to deliver projects. In the past ten years, Caltrans has delivered 2,726 out of 2,751 projects committed, or 99.1 percent.

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

Risks of needing an allocation extension request are categorized as:

VH Very High **H** High **M** Moderate **L** Low

Category trends are defined as:

↑ Higher, = Same, or ↓ 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.

FY 15-16 CFD Projects That Will Not be Delivered

Caltrans has 244 projects valued at \$2.1 billion in the FY 15-16 Contract for Delivery.

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Mpa	140	Restore 2 Lane Access and Construct Rockshed	SHOPP	\$96.1	\$29.2	VH =	Fiscal Year Delivery

A significant rockslide occurred at the project site in November of 2015. The rockslide revealed that the area of instability is larger than previously estimated. The project is in winter suspension on this Construction Manager/General Contractor pilot project and the site has been secured to prevent injury. Stakeholders and media outlets have been contacted to inform them of the current situation. The site is being monitored and geotechnical studies are ongoing to determine a course of action.

FY 15-16 CFD Project Risks

High to Very High Risk Delivery

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Imp	98	Widen From 2 to 4 Lanes	STIP	\$8.2	\$4.2	VH =	Fiscal Year Delivery

Right of way certification is a major risk to delivery. A Construction and Maintenance agreement was determined unacceptable by the railroad therefore the project is moving forward with a request for an easement from the railroad.

SD	76	Intersection Improvement and Curve Realignment	SHOPP	\$12.4	\$5.6	VH A	Fiscal Year Delivery
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Right of Way Certification is a major risk to delivery. A Second Level Review is scheduled for one parcel in February 2016 and owner is contesting project alternative.

Tul	190	Lairds Rehabilitation	SHOPP	\$23.0	\$7.5	VH A	Fiscal Year Delivery
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Right of way certification is a major risk due to the anticipated delays to receive the utility relocation maps from Southern California Edison (SCE).

Ala	880	Lake Merritt Channel Railroad Bridge Replacement	SHOPP	\$11.3	\$3.6	VH ↑	Fiscal Year Delivery
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The project requires extensive coordination with several environmental permitting agencies. As the owner/operator of the newly constructed bridge, Union Pacific Railroad will be the applicant for the environmental permits. The risk is that Union Pacific Railroad may not agree with the conditions of the permitting agencies, and therefore the permits may not be issued or may be delayed. Additional risk includes complex utility relocations involving Kinder Morgan pipelines and other utility companies.

Nap	29	Replace Napa River Bridge	SHOPP	\$10.6	\$6.3	H =	Fiscal Year Delivery
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The risk is related to complex valuations and negotiations with adjacent property owners (Fee and Temporary Construction Easements). Resolution of Necessity (RON) is anticipated at the March meeting. If property owner(s) request for an appearance to challenge the RON there may be insufficient lead time to complete the right of way certification in the fiscal year.

Caltrans

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Tul	99	Betty Drive Interchange	STIP/Local	\$56.0	\$10.7	H =	Fiscal Year Delivery
<i>Right of way certification is a major risk to delivery due to a pending Construction and Maintenance agreement with two railroad companies. In addition, one parcel owner has requested to appear before the commission.</i>							
Ker	99	Famoso Bridge Replacement	SHOPP	\$20.6	\$7.1	H A	Fiscal Year Delivery
<i>Right of way certification is a major risk to delivery if adjacent property owner request an appearance at the commission meeting.</i>							
Tul	190	Lairds Corner Roundabout	SHOPP	\$3.9	\$2.5	H A	Fiscal Year Delivery
<i>Right of way certification is a major risk due to the anticipated delays to receive the utility relocation maps from Sothern California Edison (SCE).</i>							
Hum	169	Repair Slipouts	SHOPP	\$5.1	\$2.7	H A	Fiscal Year Delivery
<i>Right of way certification is at risk due to two acquisitions that may be delayed and a delay in securing a disposal site (on tribal lands) for excess material that will be generated during construction.</i>							

Moderate to Low Risk Delivery

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	138	Widen From 2 to 4 Lanes	STIP	\$7.8	\$7.0	M ↓	Fiscal Year Delivery
<i>Right of way certification is a major risk to delivery. At least two property owners requested appearance before CTC, objecting to the resolution of necessity. During the first level review, one parcel owner showed flexibility and willingness to work with Caltrans and the appearance request has been rescinded. The second owner is requesting realignment of the project to avoid his property and/or asking for about 10 times the appraised value and indicated that he is collecting signatures from the community to petition Caltrans for realignment of the project and insists on appearing before of CTC. Caltrans condemnation panel (Second Level Review) is scheduled in February 2016 and the CTC appearance is planned for May 2016 meeting. During the Second Level Review, the second property owner agreed to terms with Caltrans and rescinded the request to appear before the CTC.</i>							
Hum	254	Replace Bridge Rails, Widen Shoulder	SHOPP	\$3.6	\$3.8	M =	Fiscal Year Delivery
<i>Potential risk for litigation due to proximity to redwood trees. Review by permitting agencies may delay environmental clearance. Expecting to deliver project in the programmed year.</i>							
LA	405	Reconfigure Getty Center Ramps	SHOPP	\$14.8	\$5.5	M =	Fiscal Year Delivery
<i>Utility certification is a major risk to delivery. Relocation of LADWP electrical poles, which are located on the local street, need to be relocated prior to construction, is a challenge. Right of way capital and construction capital costs have increased.</i>							
Ala	580	Freeway Performance Initiative & Pavement Rehabilitation	Local, SHOPP	\$63.0	\$15.9	M =	Fiscal Year Delivery
<i>Execution of cooperative agreement is still pending with Metropolitan Transportation Commission for local funding contributions.</i>							
SCI	152	Planting and Environmental Mitigation	SHOPP	\$2.5	\$1.4	M =	Fiscal Year Delivery
<i>Property acquisition is pending negotiation and legal reviews Caltrans and Santa Clara County Open Space Authority (SCCOSA); potential issue is appraisal value. If right of way negotiations with SCCOSA fail, environmental team will need to find a new mitigation site.</i>							
Tul	65	Terrabella Expressway	STIP	\$20.7	\$7.5	M =	Fiscal Year Delivery
<i>Right of way certification is a risk to delivery because adjacent property owner requested an appearance at the commission meeting. Target resolution hearing at May Meeting.</i>							
SB	246	Pavement Preservation (CAPM)	SHOPP	\$9.8	\$2.3	M A	Fiscal Year Delivery
<i>There is a moderate risk to delivery due to ongoing coordination with utility companies. We hope to have additional information on this in the next couple of weeks.</i>							
Sol	80	Meridian and Midway Overcrossing Rehabilitation and Bridge Replacement	SHOPP	\$11.5	\$1.8	M A	Fiscal Year Delivery
<i>Potential R/W condemnation may delay the project schedule. The owner did not accept the appraisal and wanted to get an independent appraisal.</i>							
SBd	62	Construct Raised Median Curb	SHOPP	\$5.2	\$2.6	D	Fiscal Year Delivery
<i>Design is proceeding with the assumption of a categorical exempt environmental determination. Project is located within a wildlife corridor, and there is a slight risk of unforeseen environmental issues that may cause a delay. Environmental clearance was obtained.</i>							

Delivery: Projects Designed and Ready for Construction

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 ready 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 2015-16, Caltrans committed in the Contract for Delivery to deliver 244 projects ready for construction, valued at \$2.1 billion. Through the end of the second quarter, Caltrans delivered 52 projects, or 21 percent of the annual commitment, with an estimated value of \$252.4 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 second quarter, fiscal year 2015-16, Caltrans has:

- *delivered 218 additional projects with an estimated value of \$397.8 million*
- *The sum of all projects delivered from all program funding sources is 268 projects, valued at \$646.6 million*

Measure: Projects Designed and Ready for Construction – 2nd Quarter FY 2015-16

Fiscal Year 2015-16 Contract For Delivery

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
52	56	93	244	21	243	99	100

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
101%	100%	79%	94%	93%	32%	31%	19%	19%	21%

Five-Year Trend Analysis: The second quarter figures are comparable to recent years.

Measure: Contract Value Delivered – 2nd Quarter Fiscal Year 2015-16**Fiscal Year 2015-16 Contract for Delivery (millions)**

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
\$252.4	\$408.7	62	\$2,052.4	12	\$1,916.6	93	100

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
93%	63%	53%	60%	62%	22%	17%	15%	10%	12%

Five-Year Trend Analysis: The second quarter figures are comparable to recent years.

Program Delivery

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

<i>Costs are in millions.</i>	Contract Value	Contract Value	Contract Value	Projects	Projects	Projects
	Committed	Delivered	Delivered	Committed	Delivered	Delivered
State Transportation Improvement Program* (STIP)	\$ 258.4	\$ 103.1		16	2	
Amended STIP	\$ 5.5	\$ 5.5		1	1	
Advanced STIP		\$ 0			0	
Subtotal – STIP Delivery Commitments	\$ 263.9	\$ 108.6	41 %	17	3	18 %
State Highway Operations and Protection Program* (SHOPP)	\$ 1,573.1	\$ 142.3		223	47	
Amended SHOPP	\$ 15.5	\$ 15.5		6	6	
Advanced SHOPP		\$ 20.7			5	
Subtotal – SHOPP Delivery Commitments	\$ 1,588.6	\$ 178.5	11 %	229	58	25 %
Minor Program Funds in Contract for Delivery (SHOPP)	\$ 0.9	\$ 0		0	0	
Minor Program (SHOPP)		\$ 11.0			14	
Emergency Response – G-11 (SHOPP)		\$ 189.8			100	
Subtotal - SHOPP – All Funds		\$ 379.3			172	
Partnership (Local and regional funding contributions) *	\$ 220.0	\$ 3.4	2 %	5	1	
Amended Partnership Program	\$ 0	\$ 0		0	0	
Major Maintenance Program		\$ 155.3			92	
Total Delivery All Program Funds		\$ 646.6			268	

* Programs that are included in the Director's Contract for Delivery.

Contract for Delivery support costs (50 projects delivered): Budget \$ 83.3 million, Expended \$ 74.0 million.

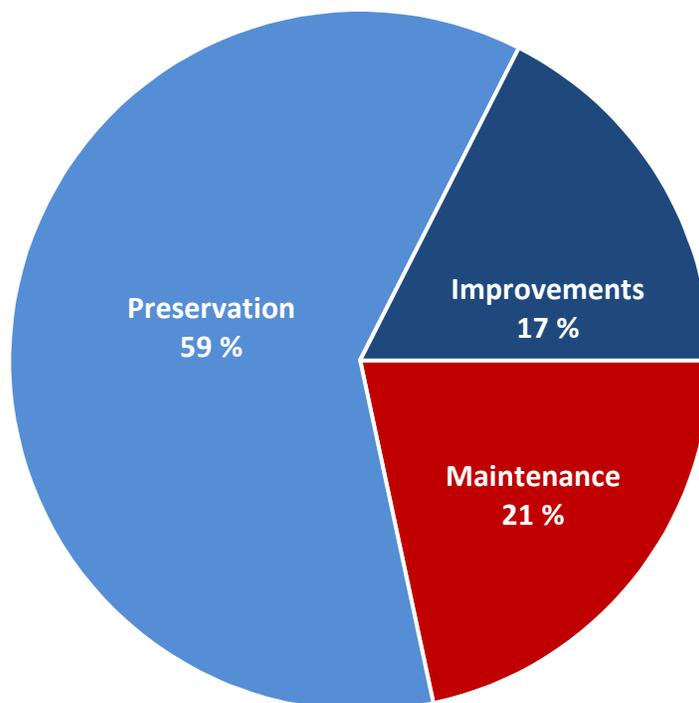
<i>Costs are in millions.</i>	Contract Value	Contract Value	Projects	Projects
	Committed	Delivered	Committed	Delivered
Caltrans Rail: STIP Rail Capital Improvements	\$ 64.5	\$ 0	2	0

Project Delivery Outcomes

The table and chart below provide a distribution of transportation program dollars on projects that have been delivered to construction in fiscal year 2015-16. The projects include planned projects as well as additional projects for emergency response, program amendments, maintenance program, and minor program contracts.

Projects Designed and Ready for Construction by Program Funding (millions)

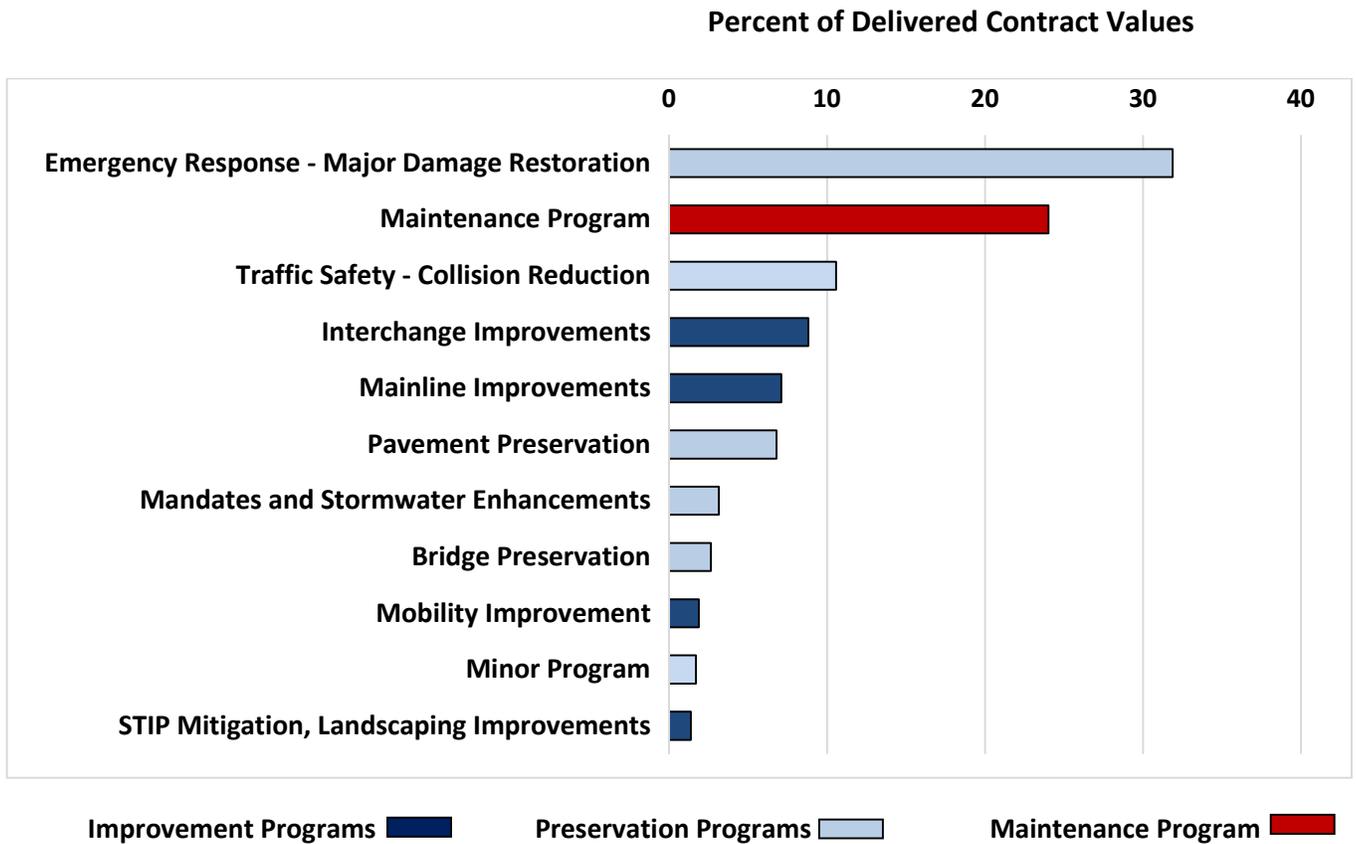
Transportation Programs	Projects	Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs				
State Highway Operations & Protection Program (SHOPP)	58	\$ 178.5	47	28
Emergency Response – G-11 (SHOPP)	100	\$ 189.8	50	29
Minor Program (SHOPP)	14	\$ 11.0	3	2
Subtotal - Preservation Programs (SHOPP)	172	\$ 379.3	100	59
Improvement Programs				
Regional Improvement Program (STIP-RIP)		\$ 69.2	62	11
Interregional Improvement Program (STIP-IIP)		\$ 39.4	35	6
Partnership Programs (Local & local federal funds)		\$ 3.4	3	1
Proposition 1B Bond Programs		\$ 0	0	0
Subtotal - Improvement Programs	4	\$ 112.0	100	17
Maintenance Program	92	\$ 155.3		21
Total	268	\$ 646.6		100



Delivery Outcomes

Projects Designed and Ready for Construction (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on projects delivered to construction in fiscal year 2015-16.



Projects: 268

Capital Value: \$646.6 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 2015-16, Caltrans committed to deliver 263 project approvals and environmental documents. Through the end of the second quarter, fiscal year 2015-16, Caltrans approved a total of 120, or 46 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 2015-16, Caltrans committed to deliver 82 draft environmental documents. Through the end of the second quarter, fiscal year 2015-16, Caltrans completed a total of 28, or 34 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 2nd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
120	154	78	263	46	254	97	90

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
92%	82%	110%	73%	78%	60%	47%	48%	45%	46%

Five-Year Trend Analysis: The second quarter figures are comparable to the previous year.

Measure: Draft Environmental Documents Completed – 2nd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
28	35	80	82	34	78	95	80

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
65%	56%	61%	77%	80%	30%	26%	40%	45%	34%

Five-Year Trend Analysis: The second quarter figures are significantly lower than the previous year.

Right of Way: Projects Certified

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 2015-16, Caltrans committed to certify right of way for 260 projects. Through the end of the second quarter, fiscal year 2015-16, Caltrans certified a total of 84 projects, or 32 percent of the annual commitment.

Allocated 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 2015-16, 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 \$144.3 million. Through the end of the second quarter, fiscal year 2015-16, Caltrans committed \$72.1 million, or 50 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified – 2nd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Certified	Plan	Percent	Plan	Percent	Plan	Percent	Percent
84	72	117	260	32	258	99	100

Five Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
118%	115%	108%	109%	117%	41%	40%	42%	31%	32%

Five-Year Trend Analysis: The number of projects certified to date is comparable to recent years.

Measure: Allocated Funds Committed – 2nd Quarter Fiscal Year 2015-16**Fiscal Year 2015-16 (millions)**

Annual Commitment			Year-End Projection		Goal
Committed	Plan	Percent	Forecast	Percent	Percent
\$ 72.1	\$ 144.3	50	\$ 144.3	100	100

Five-Year Trend

Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16
41%	40%	42%	48%	50%

Five-Year Trend Analysis: Funds committed to date are comparable to recent years.

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.

Right of Way Capital Funding (millions)

Category	Allocated (millions)	Committed (millions)	Committed Percent Per Category
Capital Projects			
State Transportation Improvement Program (STIP)	\$ 62.6	\$ 30.7	49%
State Highway Operations and Protection Program (SHOPP)	\$ 51.8	\$ 23.8	46%
Subtotal - Capital Projects	\$ 114.4	\$ 54.5	48%
Other Categories			
Post-certification	\$ 27.0	\$ 13.6	50%
Permit Fees	\$ 1.0	\$ 0.7	70%
Damage to Property (Inverse)	\$ 1.9	\$ 3.3	174%
Subtotal - Other Categories	\$ 29.9	\$ 17.6	59%
Right of Way Funds – All Categories			
TOTAL	\$ 144.3	\$ 72.1	50%

Construction: Projects Constructed

Summary

Projects Constructed

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 2015-16, Caltrans committed to complete construction of 209 projects. Through the end of the second quarter, fiscal year 2015-16, Caltrans has completed 117, or 56 percent of the annual commitment.
- At the end of the second quarter, fiscal year 2015-16, Caltrans had 681 projects valued at \$8.3 billion under construction.

Measure: Planned Projects Constructed – 2nd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Constructed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
117	127	92	209	56	203	97	95

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
99%	94%	97%	95%	92%	52%	48%	58%	53%	56%

Five-Year Trend Analysis: The number of contracts accepted to date is higher compared to recent years.

Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: \$1,427 million has been paid to contractors in fiscal year 2015-16.

Under Construction: 681 construction contracts valued at \$8.3 billion are under construction.

Claims: Caltrans has 48 construction contracts in post-contract acceptance with notice of potential claims in the amount of \$79.1 million.

Arbitration: Caltrans has 18 contracts in arbitration with claims valued at \$44 million.

*As of January 4, 2016

Arbitration – Five Year Trend

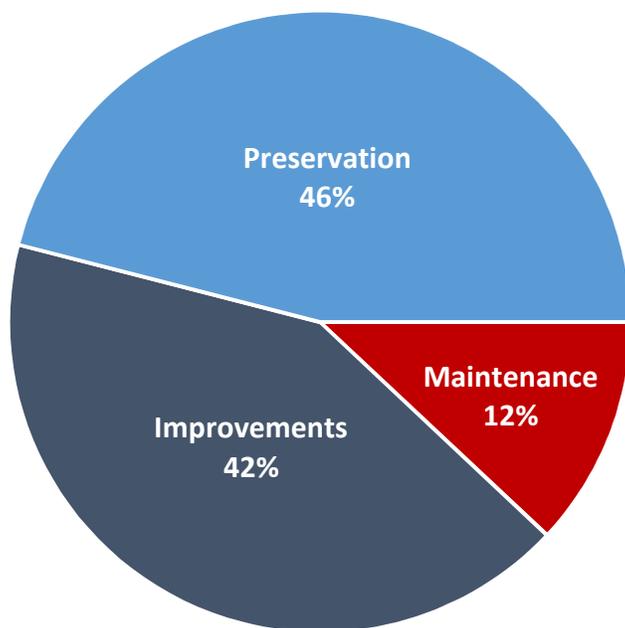
Contracts in Arbitration (Beginning July 1)					Contracts in Arbitration End of 2 nd Quarter
11-12	12-13	13-14	14-15	15-16	15-16
43	32	25	17	21	18

Construction Outcomes

The table and chart below provides a distribution of transportation program dollars on projects that construction contracts have been accepted in fiscal year 2015-16. The contracts include planned projects as well as additional projects for emergency response, program amendments, major maintenance program, and minor program contracts.

Projects Constructed Contract Value by Program Funding (millions)

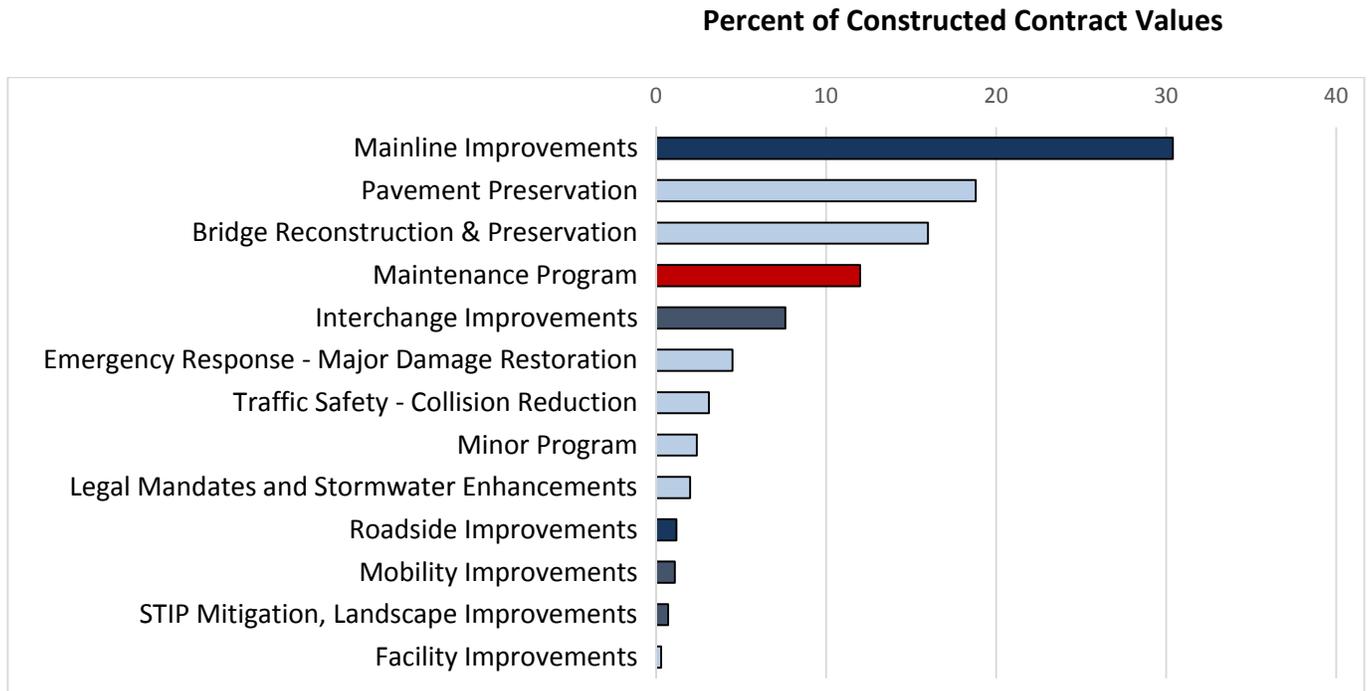
Transportation Programs	Projects	Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs				
State Highway Operations & Protection Program (SHOPP)	85	\$ 590.7	85	39
Emergency Response – Major Damage Restoration (SHOPP)	48	\$ 68.9	10	5
Minor Program (SHOPP)	37	\$ 36.9	5	2
Subtotal - Preservation Programs (SHOPP)	170	\$ 696.5	100	46
Improvement Programs				
Regional Improvement Program		\$ 108.7	17	7
Interregional Improvement Program		\$ 5.4	<1	<1
Partnership Programs (Local & local federal funds)		\$ 280.3	44	18
Proposition 1B Bond Programs		\$ 243.1	38	16
Subtotal - Improvement Programs	23	\$ 637.5	100	42
Major Maintenance Program	96	\$ 182.1		12
Total	289	\$ 1,516.1		100



<i>Costs are in millions</i>	Projects	Program Dollars
Seismic (San Francisco-Oakland Bay Bridge) projects	3	\$ 2,166

Projects Constructed Outcomes (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on contracts accepted in fiscal year 2015-16.



Note: Chart excludes Seismic (San Francisco – Oakland Bay Bridge) projects

Improvement Programs ■ Preservation Programs ■ Maintenance Program ■

Projects: 289

Capital Value: \$ 1,516.1 Million

Closeout Costs

Summary

Program Costs

Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout for state-funded programmed projects in adopted programs 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 2015-16, Caltrans has closed out 22 State Transportation Improvement Program projects. The final approved budget for these projects was \$1,468 million. The actual cost to complete these projects was \$1,423 million, or 97 percent of the final approved budget.*
- *Through the end of the second quarter, fiscal year 2015-16, Caltrans has closed out 110 State Highway Operations and Protection Program projects. The final approved budget for these projects was \$702 million. The actual cost to complete these projects was \$615 million, or 88 percent of the final approved budget.*

Measure: Program Costs – 2nd Quarter Fiscal Year 2015-16

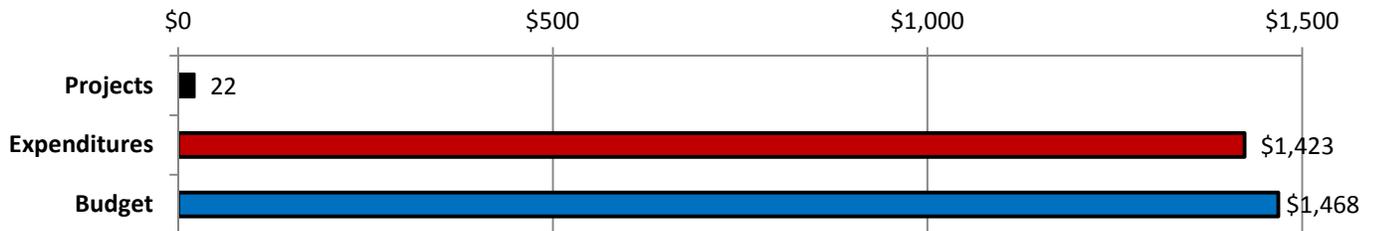
Fiscal Year 2015-16

Actual Cost Percent of Final Approved Budget			
State Transportation Improvement Program		State Highway Operations and Protection Program	
Actual	Goal	Actual	Goal
97	< 100	88	< 100

Program Budget versus Program Expenditures (all components)

The charts below provide program closeout cost information for completed construction projects. The approved capital and support budgets and expenditures are provided for each project at construction contract acceptance (list of projects included in the appendix).

State Transportation Improvement Program¹ Closeout – Program Costs (millions)



A total of 13 State Transportation Improvement Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was \$1,468 million. The actual cost of the projects completed was \$1,423 million, which is 97 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, "(A) Caltrans Fiscal Year 2015-16 State Transportation Improvement Program Project Closeout".

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



A total of 110 State Highway Operations and Protection Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was \$702 million. The actual cost of the projects completed was \$615 million which is 88 percent of the approved budget.

A list of State Highway Operations and Protection Program closeout projects is included in the appendix, "(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout".

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

The table below provides a comparison between the Commission's initial allocation, final approved costs and expended costs for projects that completed construction in fiscal year 2015-16 (Government Code 14525.5). 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 initial allocated amounts for each program. The costs in this table do not include non-state funds, which were provided in the program budget and expenditure charts on the previous page.

STIP¹ and SHOPP¹ Program Closeout – Construction Costs

Program	Commission Initial Construction Allocation	Final Approved Construction Costs	Expended Construction Costs
Construction Capital (\$1,000's)			
STIP ¹	\$ 167,925	\$ 159,910	\$ 149,241
CMIA ¹ Bond	\$ 334,429	\$ 273,540	\$ 271,852
SR99 ¹ Bond	\$ 191,209	\$ 130,596	\$ 119,727
ARRA ¹	\$ 95,150	\$ 84,288	\$ 84,288
SHOPP ¹ Contribution	\$ 50,685	\$ 39,779	\$ 39,017
STIP ¹ Total	\$ 839,398	\$ 688,113	\$ 664,125
SHOPP Total	\$ 573,911	\$ 495,586	\$ 441,917
Construction Support² (\$1,000's)			
STIP ¹	\$ 33,131	\$ 35,874	\$ 47,794
CMIA ¹ Bond	\$ 40,507	\$ 40,507	\$ 39,668
SR99 ¹ Bond	\$ 17,000	\$ 17,000	\$ 14,012
ARRA ¹	\$ 29,900	\$ 18,970	\$ 17,164
STIP ¹ Total	\$ 120,538	\$ 112,351	\$ 118,638

Notes: ¹ STIP - State Transportation Improvement Program; CMIA - Corridor Mobility Improvement Program; SR99 – State Route; ARRA – America Recovery and Reinvestment Act; SHOPP State Highway Operations and Protection Program.

² Construction Support totals reported: Government Code 14525.5 requires the Commission to allocate construction support for STIP funds, and requires Caltrans to report on allocated construction components. SHOPP construction support is not allocated by the Commission, therefore it is not reported on this page. Caltrans does; however, provide the construction support budget information to the Commission by listing it in project vote information. SHOPP construction support is provided in this report in program budget information reported on the previous page, and in the appendix in support information for each project listed.

Appendix

- (A) Caltrans Fiscal Year 2015-16 State Transportation Improvement Program Project Closeout
- (B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout

**(A) Caltrans Fiscal Year 2015-16 State Transportation
Improvement Program¹ Project Closeout**

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)	
	Original Budget ³	Approved Budget ²	Actual Costs	Approved Budget ²	Actual Costs	Approved Budget ²	Actual Costs
1st Quarter							
BUT 99 Chico Widening/Auxiliary Lane	\$ -	\$ 4,394	\$ 5,405	\$ 26,737	\$ 26,713	\$ 31,131	\$ 32,118
SOL 80 Coredeia Truck Scale Relocation	\$ -	\$ 10,100	\$ 9,819	\$ 58,178	\$ 50,970	\$ 68,278	\$ 60,790
SOL 80 Ramp Metering and TOS Elements	\$ -	\$ 7,018	\$ 6,971	\$ 16,863	\$ 16,234	\$ 23,881	\$ 23,205
ALA 680 Environmental Mitigation	\$ -	\$ 2,141	\$ 1,975	\$ 1,641	\$ 1,535	\$ 3,782	\$ 3,510
ALA 24 Caldecott Tunnel Fourth Bore	\$ -	\$ 104,641	\$ 108,788	\$ 294,570	\$ 285,301	\$ 399,211	\$ 394,089
SB 101 Santa Maria River Bridge Widening	\$ -	\$ 12,773	\$ 11,506	\$ 35,084	\$ 34,412	\$ 47,857	\$ 45,919
TUL 216 SR 216 Widening	\$ -	\$ 5,103	\$ 6,937	\$ 7,529	\$ 5,896	\$ 12,632	\$ 12,832
LA 101 Van Nuys Blvd. Off-Ramps	\$ -	\$ 3,683	\$ 4,288	\$ 5,478	\$ 5,213	\$ 9,161	\$ 9,501
RIV 215 Rte 60/215 East Junction HOV Connector	\$ -	\$ 6,900	\$ 7,126	\$ 28,767	\$ 26,152	\$ 35,667	\$ 33,278
SJ 99 SR 99 Widening Phase 1	\$ -	\$ 5,000	\$ 5,111	\$ 30,717	\$ 29,522	\$ 35,717	\$ 34,633
SD 805 I-5/805 North Coast Undercrossing	\$ -	\$ 24,536	\$ 28,583	\$ 59,277	\$ 59,054	\$ 83,813	\$ 87,637
ORA 22 Rte 22/I-405 HOV Connector	\$ -	\$ 19,139	\$ 18,409	\$ 80,176	\$ 77,156	\$ 99,315	\$ 95,565
ORA 22 I-405/I-605 HOV Connector	\$ -	\$ 25,113	\$ 25,199	\$ 125,111	\$ 119,333	\$ 150,224	\$ 144,532
2nd Quarter							
SIS 097 Angel Maple Operational Improvements	\$ -	\$ -	\$ 489	\$ 515	\$ 6	\$ 515	\$ 495
SCL 085 Route 85 - FPI	\$ -	\$ 3,135	\$ 3,171	\$ 6,160	\$ 6,438	\$ 9,295	\$ 9,609
ALA 238 I-238 Replacement Planting	\$ -	\$ 859	\$ 1,020	\$ 1,629	\$ 1,364	\$ 2,488	\$ 2,383
NAP 012 Jameson Canyon Widening - Phase 1	\$ -	\$ 7,460	\$ 11,217	\$ 35,236	\$ 35,806	\$ 42,696	\$ 47,023
MON 101 Prunedale Interchange Improvements	\$ -	\$ 69,321	\$ 73,353	\$ 153,220	\$ 141,522	\$ 222,541	\$ 214,875
KIN 198 19th Avenue Interchange	\$ -	\$ 6,322	\$ 10,971	\$ 26,352	\$ 26,666	\$ 32,674	\$ 37,637
SBD 015 C.V. Kane Rest Area Displays	\$ -	\$ 91	\$ 78	\$ 20	\$ 19	\$ 111	\$ 97
MER 099 Arboleda Freeway and Interchange	\$ -	\$ 25,392	\$ 21,224	\$ 102,260	\$ 85,454	\$ 127,652	\$ 106,677
ORA 057 Widen Highway and Bridges	\$ -	\$ 6,801	\$ 5,788	\$ 22,771	\$ 21,167	\$ 29,572	\$ 26,954
	\$ -	\$ 349,922	\$ 367,428	\$ 1,118,290	\$ 1,055,931	\$ 1,468,212	\$ 1,423,358

¹ State Transportation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds. Includes all contributor funds on all project components.

² Budget information includes only budget information if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies.

³ New project in 2014 Program Document or later.

**(B) Caltrans Fiscal Year 2015-16 State Highway Operations
and Protection Program Project Closeout**

Project Description			Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)	
			Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs
1st Quarter									
MEN	020	ADA Improvements	\$ -	\$ 85	\$ 980	\$ 584	\$ 552	\$ 669	\$ 1,532
HUM	101	Hazardous Waste Mitigation	\$ -	\$ 1,280	\$ 810	\$ 1,047	\$ 992	\$ 2,327	\$ 1,802
MEN	271	Hazardous Waste Mitigation	\$ -	\$ 501	\$ 628	\$ 383	\$ 332	\$ 884	\$ 961
SIS	VAR	Repair Fire Damage	\$ 165	\$ 165	\$ 148	\$ 310	\$ 188	\$ 475	\$ 336
SHA	299	Repair Slip Out	\$ 210	\$ 210	\$ 67	\$ 802	\$ 492	\$ 1,012	\$ 558
ED	050	Replace Bridge	\$ -	\$ 1,861	\$ 2,355	\$ 5,833	\$ 4,750	\$ 7,694	\$ 7,104
SAC	051	Highway Planting	\$ -	\$ 1,318	\$ 1,268	\$ 1,611	\$ 1,490	\$ 2,929	\$ 2,759
SUT	099	Shoulder and Centerline Rumble Strips	\$ -	\$ 870	\$ 485	\$ 1,752	\$ 1,300	\$ 2,622	\$ 1,785
SAC	VAR	Replace Copper Wires	\$ -	\$ 210	\$ 196	\$ 800	\$ 463	\$ 1,010	\$ 659
SAC	VAR	Upgrade Irrigation Controls	\$ -	\$ 385	\$ 233	\$ 750	\$ 357	\$ 1,135	\$ 590
GLE	VAR	Landscape improvements	\$ -	\$ 635	\$ 154	\$ 2,500	\$ 1,119	\$ 3,135	\$ 1,273
SF	001	Slope Stabilization	\$ -	\$ 2,499	\$ 2,089	\$ 4,120	\$ 3,742	\$ 6,619	\$ 5,832
CC	680	Restore Roadway	\$ -	\$ 913	\$ 593	\$ 897	\$ 722	\$ 1,810	\$ 1,315
MRN	101	Construct Retaining Wall	\$ 425	\$ 425	\$ 537	\$ 1,700	\$ 1,014	\$ 2,125	\$ 1,551
MRN	001	Construct Retaining Wall	\$ 825	\$ 825	\$ 484	\$ 2,650	\$ 653	\$ 3,475	\$ 1,136
SON	001	Repair Culvert	\$ -	\$ 1,600	\$ 1,733	\$ 418	\$ 346	\$ 2,018	\$ 2,080
ALA	013	Storm Water Mitigation	\$ -	\$ 497	\$ 595	\$ 481	\$ 447	\$ 978	\$ 1,042
ALA	580	Repair Traffic Operations Systems	\$ -	\$ 375	\$ 219	\$ 1,500	\$ 1,500	\$ 1,875	\$ 1,719
SM	001	Repair Traffic Operations Systems	\$ -	\$ 140	\$ 230	\$ 555	\$ 209	\$ 695	\$ 439
NAP	128	Repair Storm Damage	\$ -	\$ 2,665	\$ 2,011	\$ 1,330	\$ 1,184	\$ 3,995	\$ 3,195
MRN	001	Construct Retaining Wall	\$ -	\$ 1,170	\$ 1,723	\$ 1,046	\$ 859	\$ 2,216	\$ 2,582
SON	001	Construct Retaining Wall	\$ -	\$ 1,416	\$ 1,928	\$ 2,432	\$ 1,702	\$ 3,848	\$ 3,629
SLO	001	ADA Curb Ramps	\$ -	\$ 2,479	\$ 2,158	\$ 906	\$ 807	\$ 3,385	\$ 2,964
SCR	001	Replace Guardrail	\$ -	\$ 2,006	\$ 1,978	\$ 2,125	\$ 1,724	\$ 4,131	\$ 3,702
MON	001	Pavement Overlay	\$ -	\$ 640	\$ 693	\$ 535	\$ 418	\$ 1,175	\$ 1,111
FRE	180	Bridge Replacement	\$ -	\$ 2,649	\$ 2,298	\$ 2,720	\$ 476	\$ 5,369	\$ 2,775
KER	014	Bridge Replacement	\$ -	\$ 4,792	\$ 4,727	\$ 9,540	\$ 8,801	\$ 14,332	\$ 13,528
TUL	245	Reconstruct Embankment	\$ -	\$ 576	\$ 502	\$ 313	\$ 249	\$ 889	\$ 751
KIN	000	Upgrade Irrigation Controls	\$ -	\$ 400	\$ 461	\$ 2,200	\$ 1,858	\$ 2,600	\$ 2,319
LA	405	ADA Curb Ramp Improvements	\$ -	\$ 545	\$ 780	\$ 318	\$ 248	\$ 863	\$ 1,028
LA	005	Rehab Pavement	\$ -	\$ 13,520	\$ 10,209	\$ 98,016	\$ 95,358	\$ 111,536	\$ 105,567
LA	005	Soil Stabilization	\$ -	\$ 1,375	\$ 1,294	\$ 1,895	\$ 1,591	\$ 3,270	\$ 2,885
LA	090	Storm Water Improvements	\$ -	\$ 1,576	\$ 1,664	\$ 2,024	\$ 1,864	\$ 3,600	\$ 3,528
LA	010	Replace Guardrail	\$ -	\$ 3,315	\$ 2,366	\$ 2,723	\$ 2,865	\$ 6,038	\$ 5,231
LA	110	Bridge Preservation	\$ -	\$ 3,239	\$ 1,858	\$ 1,742	\$ 374	\$ 4,981	\$ 2,233
LA	060	Rehab Roadway	\$ -	\$ 11,500	\$ 7,904	\$ 80,371	\$ 72,914	\$ 91,871	\$ 80,818
LA	047	Repair Slope	\$ -	\$ 400	\$ 417	\$ 356	\$ 208	\$ 756	\$ 625
LA	002	Construct Debris Wall	\$ -	\$ 1,365	\$ 881	\$ 1,555	\$ 1,157	\$ 2,920	\$ 2,039
LA	105	Replace Cooper Wire	\$ -	\$ 160	\$ 330	\$ 800	\$ 799	\$ 960	\$ 1,129
SBD	095	Improve Roadway Alignment	\$ -	\$ 1,839	\$ 1,804	\$ 2,405	\$ 1,985	\$ 4,244	\$ 3,788
SBD	040	Bridge Replacement	\$ -	\$ 5,597	\$ 4,543	\$ 8,667	\$ 8,023	\$ 14,264	\$ 12,566
SBD	210	Grind Pavement	\$ -	\$ 585	\$ 444	\$ 57	\$ 32	\$ 642	\$ 477
RIV	086	Bridge Replacement	\$ -	\$ 680	\$ 778	\$ 2,300	\$ 1,972	\$ 2,980	\$ 2,751
RIV	074	Repair Roadway	\$ -	\$ 233	\$ 474	\$ 1,500	\$ 1,063	\$ 1,733	\$ 1,537
STA	120	Rehab Pavement	\$ -	\$ 1,228	\$ 697	\$ 3,843	\$ 3,243	\$ 5,071	\$ 3,941
MER	165	Rehab Pavement	\$ -	\$ 4,871	\$ 3,072	\$ 9,017	\$ 7,041	\$ 13,888	\$ 10,112
SD	VAR	Rehab Materials Lab	\$ -	\$ 2,447	\$ 2,480	\$ 2,473	\$ 2,204	\$ 4,920	\$ 4,685

**(B) Caltrans Fiscal Year 2015-16 State Highway Operations
and Protection Program Project Closeout**

Project Description			Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)	
			Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs
SD	805	Seismic Retrofit	\$ -	\$ 3,136	\$ 3,364	\$ 3,295	\$ 2,858	\$ 6,431	\$ 6,222
SD	052	Rehab Roadway	\$ -	\$ 1,270	\$ 1,814	\$ 3,661	\$ 3,507	\$ 4,931	\$ 5,320
ORA	039	Safety Improvements	\$ -	\$ 700	\$ 898	\$ 606	\$ 570	\$ 1,306	\$ 1,469
ORA	005	Landscape Improvements	\$ -	\$ 430	\$ 578	\$ 2,100	\$ 1,508	\$ 2,530	\$ 2,086
ORA	133	Rehab Roadway	\$ 93	\$ 93	\$ 165	\$ 450	\$ 664	\$ 543	\$ 830
2nd Quarter									
HUM	299	Reconstruct Roadway	\$ -	\$ 5,538	\$ 4,092	\$ 10,626	\$ 9,616	\$ 16,164	\$ 13,708
HUM	299	Curve Improvement	\$ -	\$ 1,599	\$ 1,360	\$ 2,905	\$ 2,693	\$ 4,504	\$ 4,053
MEN	101	Open Grade Overlay	\$ -	\$ 701	\$ 409	\$ 766	\$ 737	\$ 1,467	\$ 1,146
SIS	005	Bridge Deck Replacment	\$ -	\$ 5,300	\$ 2,767	\$ 9,355	\$ 8,896	\$ 14,655	\$ 11,663
LAS	395	Pavement Rehabilitation	\$ -	\$ 1,619	\$ 1,431	\$ 2,939	\$ 2,879	\$ 4,558	\$ 4,310
SIS	096	Install Cable Wire Net	\$ -	\$ 310	\$ 404	\$ 3,785	\$ 2,970	\$ 4,095	\$ 3,373
SIS	005	Slide Repair	\$ 310	\$ 310	\$ 103	\$ 1,205	\$ 891	\$ 1,515	\$ 994
SHA	299	Remove Slide Debris	\$ 530	\$ 530	\$ 184	\$ 2,550	\$ 1,234	\$ 3,080	\$ 1,418
SUT	099	Highway Planting and Irrigation	\$ -	\$ 705	\$ 549	\$ 1,961	\$ 1,823	\$ 2,666	\$ 2,373
SAC	VAR	Modify Irrigation System	\$ -	\$ 635	\$ 229	\$ 2,500	\$ 1,488	\$ 3,135	\$ 1,717
YOL	113	Embankment Repair	\$ 255	\$ 255	\$ 228	\$ 1,000	\$ 600	\$ 1,255	\$ 828
PLA	080	Repair Storm Damage	\$ 80	\$ 80	\$ 43	\$ 350	\$ 261	\$ 430	\$ 304
SAC	050	Bridge Deck Rehab	\$ -	\$ 11,181	\$ 3,796	\$ 19,440	\$ 18,613	\$ 30,621	\$ 22,409
YOL	005	Install High Friction Surface	\$ -	\$ 360	\$ 198	\$ 562	\$ 477	\$ 922	\$ 675
SON	128	Restore Highway Planting	\$ -	\$ 552	\$ 684	\$ 436	\$ 361	\$ 988	\$ 1,044
NAP	121	Highway Planting	\$ -	\$ 680	\$ 959	\$ 530	\$ 323	\$ 1,210	\$ 1,282
MRN	VAR	Repair Storm Damage	\$ -	\$ 330	\$ 316	\$ 1,300	\$ 554	\$ 1,630	\$ 870
SCL	880	Repair Storm Damage	\$ -	\$ 210	\$ 221	\$ 700	\$ 624	\$ 910	\$ 845
ALA	VAR	Repair Storm Damage	\$ -	\$ 430	\$ 435	\$ 1,700	\$ 1,120	\$ 2,130	\$ 1,555
SOL	113	Construct Safety Barrier	\$ -	\$ 275	\$ 472	\$ 326	\$ 251	\$ 601	\$ 723
SF	101	Repair Storm Damage	\$ 165	\$ 165	\$ 154	\$ 650	\$ 353	\$ 815	\$ 508
SB	101	Replace Overhead Signs	\$ -	\$ 570	\$ 597	\$ 784	\$ 743	\$ 1,354	\$ 1,340
SCR	001	Install CC TV & Signs	\$ -	\$ 1,821	\$ 1,156	\$ 519	\$ 465	\$ 2,340	\$ 1,621
SLO	046	Pavement Preservation	\$ -	\$ 1,693	\$ 1,214	\$ 6,158	\$ 5,434	\$ 7,851	\$ 6,648
SB	001	Upgrade Curb Ramp & Sidewalk	\$ -	\$ 1,796	\$ 1,728	\$ 939	\$ 402	\$ 2,735	\$ 2,131
MON	101	Install Median Barrier & Rumble Strips	\$ -	\$ 1,267	\$ 1,103	\$ 2,376	\$ 2,036	\$ 3,643	\$ 3,139
FRE	180	Construct Concrete Guard Rail	\$ -	\$ 577	\$ 1,068	\$ 1,456	\$ 1,390	\$ 2,033	\$ 2,458
KER	223	Widen & Install Rumble Strips	\$ -	\$ 1,261	\$ 1,131	\$ 3,825	\$ 3,363	\$ 5,086	\$ 4,495
KER	099	Relocate Turn Lane	\$ -	\$ 1,492	\$ 1,520	\$ 1,233	\$ 1,037	\$ 2,725	\$ 2,558
FRE	145	Construct Roundabout	\$ -	\$ 1,737	\$ 2,278	\$ 1,922	\$ 1,518	\$ 3,659	\$ 3,795
FRE	041	Install Concrete Barriers	\$ -	\$ 810	\$ 1,194	\$ 1,044	\$ 888	\$ 1,854	\$ 2,083
LA	005	Roadway Widening for HOV and Trucks	\$ -	\$ 27,274	\$ 16,526	\$ 49,088	\$ 46,429	\$ 76,362	\$ 62,954
LA	710	Highway Planting & Irrigation	\$ -	\$ 955	\$ 882	\$ 1,086	\$ 920	\$ 2,041	\$ 1,802
LA	005	Pavement Rehabilitation	\$ -	\$ 2,420	\$ 2,857	\$ 12,484	\$ 11,236	\$ 14,904	\$ 14,093
LA	005	Pavement Rehabilitation	\$ -	\$ 2,440	\$ 2,650	\$ 11,171	\$ 10,263	\$ 13,611	\$ 12,913
LA	405	Construct Auxiliary Lane	\$ -	\$ 13,500	\$ 14,079	\$ 23,006	\$ 21,931	\$ 36,506	\$ 36,010
LA	039	Clear Debris & Restore Failed Drainage	\$ -	\$ 375	\$ 627	\$ 2,500	\$ 1,348	\$ 2,875	\$ 1,975
LA	091	Bridge Maintenance	\$ -	\$ 560	\$ 908	\$ 1,356	\$ 1,095	\$ 1,916	\$ 2,003
LA	710	Storm Water Mitigation	\$ -	\$ 2,981	\$ 2,787	\$ 3,355	\$ 3,269	\$ 6,336	\$ 6,057
LA	060	Widen Off-Ramp	\$ -	\$ 1,537	\$ 2,345	\$ 2,139	\$ 2,015	\$ 3,676	\$ 4,360
LA	002	Clear Fire Debris	\$ -	\$ 1,500	\$ 1,051	\$ 5,000	\$ 4,412	\$ 6,500	\$ 5,463
LA	010	Upgrade Landscape Irrigation Control	\$ -	\$ 240	\$ 1,082	\$ 1,200	\$ 966	\$ 1,440	\$ 2,047
RIV	371	Install Rumble Strips	\$ -	\$ 481	\$ 477	\$ 150	\$ 79	\$ 631	\$ 555
RIV	062	Install Markers & Rumble Strips	\$ -	\$ 580	\$ 437	\$ 115	\$ 96	\$ 695	\$ 533
SBD	015	Bridge Rehabilitation	\$ -	\$ 1,297	\$ 1,186	\$ 643	\$ 550	\$ 1,940	\$ 1,736
SBD	395	Install Left Turn Phase	\$ -	\$ 781	\$ 1,377	\$ 391	\$ 341	\$ 1,172	\$ 1,717
SBD	210	Upgrade Irrigation System	\$ -	\$ 300	\$ 775	\$ 1,733	\$ 853	\$ 2,033	\$ 1,628
AMA	016	Install Rumble Strips	\$ -	\$ 444	\$ 267	\$ 356	\$ 277	\$ 800	\$ 544
MER	140	Install Flashing Beacons	\$ -	\$ 320	\$ 291	\$ 340	\$ 185	\$ 660	\$ 476

**(B) Caltrans Fiscal Year 2015-16 State Highway Operations
and Protection Program Project Closeout**

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)	
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs
MER 005 Bridge Rehabilitation	\$ -	\$ 1,221	\$ 1,072	\$ 1,744	\$ 1,281	\$ 2,965	\$ 2,353
TUO 108 Storm Water Mitigation	\$ -	\$ 998	\$ 462	\$ 940	\$ 896	\$ 1,938	\$ 1,358
MER 165 Install Rumble Strips	\$ -	\$ 672	\$ 464	\$ 675	\$ 478	\$ 1,347	\$ 942
SD 005 Construction Barrier	\$ -	\$ 2,031	\$ 2,120	\$ 3,302	\$ 3,112	\$ 5,333	\$ 5,232
ORA 091 Safety Improvements	\$ -	\$ 558	\$ 906	\$ 691	\$ 642	\$ 1,249	\$ 1,548
ORA 039 ADA Curb Ramps	\$ -	\$ 1,917	\$ 2,117	\$ 2,416	\$ 2,315	\$ 4,333	\$ 4,432
ORA 039 Improve Lighting & Signal Modifications	\$ -	\$ 1,040	\$ 1,226	\$ 688	\$ 661	\$ 1,728	\$ 1,887
ORA 055 Improve pavement access	\$ -	\$ 480	\$ 520	\$ 1,170	\$ 1,061	\$ 1,650	\$ 1,582
ORA 005 Repair Failed Slope	\$ 143	\$ 143	\$ 194	\$ 500	\$ 369	\$ 643	\$ 562
Totals		\$ 205,525	\$ 172,803	\$ 496,086	\$ 441,917	\$ 701,611	\$ 614,720

¹ New project in 2014 Program Document or later.

SHOPP Support Cost Analysis

	Less than 80% of Budget Expended	80% to 120% of Budget Expended	Greater than 120% of Budget Expended	Total
Number of Projects	35	46	29	110
Percentage of Total Projects	32%	42%	26%	
Approved Support Budget (\$1,000's)	\$ 108,103	\$ 78,958	\$ 18,464	\$ 205,525
Actual Support Costs (\$1,000's)	\$ 66,435	\$ 77,678	\$ 28,690	\$ 172,803
Savings or (Overrun) (\$1,000's)	\$ 41,668	\$ 1,280	\$ (10,226)	\$ 32,722