CALIFORNIA DEPARTMENT OF TRANSPORTATION

Third 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 – 3rd Quarter Fiscal Year 2015-16

Measure	Year-To-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Project Approval, Environmental Documents									
Draft Environmental Documents Completed	44	67	66	82	54	70	85	80	✓
Projects Approved	166	214	78	263	63	246	93	90	✓
Right of Way: Projects Certified									
Projects Certified	160	164	98	260	62	254	98	100	☒
Allocation Funds Committed (millions)	$111	NA	NA	$144	77	$144	100	100	✓
Delivery: Projects Designed and Ready for Construction									
Projects Designed and Ready for Construction	114	140	81	244	47	240	98	100	☒
Capital Value Ready for Allocation (millions)	$526	$1,021	51	$2,052	26	$1,861	91	100	☒
Construction: Projects Constructed									
Contracts Accepted	148	184	80	209	71	199	95	95	✓

Measure	Year-To-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Closeout Costs									
State Transportation Improvement Program Costs (millions)	**$1,601**	**$1,644**	**97**	**NA**	**NA**	**NA**	**NA**	**< 100**	✓
State Highway Operations and Protection Program Costs (millions)	**$1,134**	**$1,267**	**90**	**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 April 1, 2016, Caltrans had 729 projects valued at $8.8 billion under construction. We have identified risks below on 22, or 3.0 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	5	3		$10-15 million	Construction Capital $ 67 million	If supplemental funds are needed, this will occur in the next 6 months.
			2	$45-50 million	Construction Support $ 172 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
Construction Projects in Progress	17		11			
		12		$100-110 million	Construction Capital $ 780 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
TOTALS	22	15	13			

Note: Projects stricken are excluded from project counts

Last Updated: 6/9/16

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 Support*
Additional funds are needed for construction support over-expenditures. The construction support over-expenditure was a consequence of higher than anticipated amount of consultant work for construction materials testing and inspection work. The current plan is to use savings from Construction Capital for Construction Support over-expenditures.							
Mer	*99*	*Plainsburg Road Freeway*	*Bond, STIP*	*$53.1*	*$8.3*	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 funds 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*	*Relocate Cordelia Truck Scales*	*Bond, SHOPP*	*$31.8*	*$29.1*	H =	*Construction Capital*
Supplemental funds may be needed to settle a remaining claim which is in 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. 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. Project should be accepted after final ADA certification is approved.							
LA	*405*	*Widen Highway*	*SHOPP*	*$22.3*	*$13.5*	D	*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 will be sufficient to cover claims.							
Sol	*80/12*	*WB I-80 to SR 12 Connector and Green Valley Rd Interchange*	*Bond, STIP*	*$56.4*	*$21.5*	D	*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.~~ A supplemental funds request was approved at the March CTC meeting.							
VEN	*101*	*Bridge Replacement and Widening*	*SHOPP, STIP*	*$84.6*	*$21.3*	D	*Construction Capital*
~~Additional funding is needed for arbitration settlement. A supplemental funds request for additional construction capital has been prepared for the March meeting.~~ A supplemental funds request was approved at the March CTC meeting.							

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 =	*Construction Capital*
						H =	*Construction Support*
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.							

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
Men	101	Willits Bypass	STIP	$209.1	$99.7	M VH	= Construction Capital = Construction Support

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.

Mad	99	Avenue 12 Interchange	Bond, STIP	$69.4	$14.8	VH	= Construction Support

Support costs have increased due to constuction delays for utility relocation.

SJ	99	South Stockton 6-Lane Widening	Bond, STIP	$114.0	$15.5	VH	= Construction Support

Additional funds for construction support are needed due to right of way delays to the construction work. The Construction and Maintenance Agreement (C&M) with BNSF was not approved when Construction began on 7/12/13. Utility relocation work added additional working days to the contract, which resulted in the need for additional funds. The Project Development Team is working towards reducing the amount of additional funds required for the Construction support. The proposed plan is to transfer savings from R/W capital to construction support.

LA	710	Long-life pavement	SHOPP	$119.3	$31.2	VH H A	= Construction Capital Construction Support

Potential need for additional funds to settle outstanding claims. Working to identify potential conflicts in upcoming stages and phases of the work. There is also a need for additional support to complete the construction of the project.

LA	18	Replace Bridge Deck	SHOPP	$2.7	$1.0	VH	= Construction Capital

~~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.~~ A supplemental funds request was approved at the March CTC meeting. Additional funding that was needed for changes to bridge deck, contractor claims, delays and increases to traffic control have already been requested and approved at the March meeting. Additional supplemental 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.

SBd	138	Widening (Phase 1A)	STIP	$52.0	$30.3	L A VH ↑	Construction Capital Construction Support

Construction support has increased due to resolving numerous project conflicts with design, right of way, and environmental clearance, and cost escalation. At this time, the project is projected to be delayed approximately 1 year to July of 2017 for contract acceptance. In addition, there may be significant resolution meetings with contractor to resolve project delay impacts and it is estimated that additional funds may be necessary. Also, there is a potential for additional construction capital costs due to the delays. There is still G-12 capacity available to cover costs and potential claims.

Sha	299	BGI Capstone	SHOPP	$36.8	$8.1	VH A	Construction Capital

Due to the above average rainfall occurring over the 2015-16 winter months, the project has experienced several unanticipated cut slope failures. There have been four emergency closures during this time. Many of the failures have occurred inside the project limits but outside of the planned work areas, and within completed cut slopes. A supplemental funds request was submitted for the June CTC meeting.

Tul/Fre	99	Goshen to Kingsburg 6 Lane	Bond	$78.8	$22.6	H 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.

Tul	99	Tulare to Goshen North 6-Lane	Bond, STIP	$38.7	$10.8	H H	= Construction Capital = Construction Support

Potential for additional funds to settle claims. Capital and support costs have increased due to discovering unexpected utility conflicts.

SM	101	Broadway Interchange	STIP/Local Funds	$51.2	$8.0	H	= Construction Support

Supplemental funds request may be needed due to knocked-down PG&E tower and entire highway closure which caused unanticipated (additional) support cost expenditures.

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
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. 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.~~ The remaining contingency budget is adequate to cover the existing punch list items to CCA the project. New punch list items may possibly come up, which may be beyond the contingency balance. Also, during close out of the project, if claims occur, there will be a need for a supplemental vote.

Sac	Var	High Friction Surface Treatment	SHOPP	$2.4	$0.5	M ↓	Construction Capital

Safety project with high friction safety treatment (HFST) patent issues. Multiple unsuccessful attempts to place HFST resulted in the decision to remove the HFST work and associated capital from the contract and create an emergency project that successfully placed the HFST prior to the onset of winter weather. Potential need for additional funds to cover item adjustment costs associated with reduced item work as well as potential claims.

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

Additional funds may be needed to settle multiple outstanding claims on the project. Dispute Resolution Board hearings, facilitated dispute resolution meetings, and negotiation efforts continue in an attempt to resolve.

SB	246	Passing Lanes and Operational Improvements	STIP	$18.0	$12.2	M A	Construction Support

Additional funds may be needed for Construction Support due to hourly rate increases and cost escalation.

SBd	138	Horsethief Creek Br Replacement	SHOPP	$6.5	$1.2	L ↓	Construction Capital

~~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.~~ It is anticipated that project could be constructed within G-12 capacity.

Fre/Mad	99	San Joaquin River 6 Lane	Bond	$54.1	$14.1	L A	Construction Support

Additional funds may be needed for Construction Support. The current plan is to use savings from Construction Capital to cover over-expenditures in Construction Support.

SM	101	San Francisquito Bridge Replacement	SHOPP	$9	$2.8	D	Construction Support

~~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.~~ Supplemental allocations are not required for SHOPP Construction Support.

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

~~Supplemental funds requests may be needed due to utility relocation; risk is less because only one utility relocation remains for second construction season.~~ Utility risk has been mitigated.

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

~~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.~~ A supplemental funds fequest was approved at the March CTC meeting.

LA	39	Repair failed slope	SHOPP	$1.5	$0.6	D	Construction Capital

~~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 a 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.~~ A supplemental funds request was approved at the March CTC meeting.

LA	1	Repair failed slope	SHOPP	$7.3	$3.5	D	

~~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.~~ District will close this project and repackage a new project. Therefore, will not be requesting additional funds.

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
LA	*47*	*Schuyler Heim Bridge*	*SHOPP*	*$247.3*	*$32.6*	**D**	*Construction Capital*
						D	*Construction Support*

~~*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.*~~ *A supplemental funds request was approved at the March CTC meeting.*

Construction Partnership Projects In Progress
Local Agencies Implementing Agencies

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

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 negative balance after settlement of the global time related claims and recent change orders. Additional funds will be necessary for a number of known future expenditures, as well as potential risks identified in the risk management plan. On July 13th, 2015 the Port of Long Beach approved an increase in the project budget. A funding source for the increase has not been identified at this time.

SF	*101*	*Doyle Drive*	*STIP, SHOPP, Local*	*$992.9*	$50.8	**VH** ↑	*Construction Capital*
						H =	*Construction Support*

Supplemental funds request will be needed for final acceptance. Commissioners on the project delivery committee have been briefed. A supplemental funds request will be submitted at the June CTC meeting.

Sta	*99*	*Pelandale Ave Interchange*	*Bond*	*$54.6*	*$4.3*	**D**	*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.*~~ *An allocation amendment was approved at the March CTC meeting to modify the funding plan decreasing construction capital and increasing construction support to cover the additional support without a net change to the current project allocation.*

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*

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.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
SBd	138	Widening (Phase 1A)	STIP	$52.0	$30.3	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.

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.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
LA	5	Carmenita Interchange	STIP, Local	$340.2	$54.9	M =	Right of Way

~~*Current STIP right of way expenditures exceed the STIP programmed budget by more than 120 percent. Expenditures incurred to acquire parcels have exceeded 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 - 5 projects	$ 15 - 20 million	Construction Capital $ 33 million	Results dependent on bid results, likely within next six months.
Project estimates for allocation that exceed 120 percent of construction capital budget - 8 projects	$ 10 - 15 million	Construction Capital $ 40 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

~~*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 advertise the project. There is a risk that bids could still be higher than current allocation.*

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Men	101	Willits Mitigation Riparian Wetland	STIP	$26.3	$3.0	M =	Construction Capital

~~*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 allocation approved at May 2013 CTC meeting. Caltrans continues negotiations with the Army Corps of Engineers 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.*

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Fre	168	Auberry Road Roundabout	SHOPP	$3.2	$3.0	M =	Construction Capital

Additional funds may be needed to award the contract due to the complicated stage construction to construct the roundabout.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Ker	58	SR 58 Friction Surface	SHOPP	$0.3	$0.4	L ↓	Construction Capital

Additional funds may be needed to award the contract. Potential increase in estimate due to innovative construction method.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Slo	101	Major Damage, Bridge Rail Replacement	SHOPP	$1.5	$0.7	L A	Construction Capital

Bids opened May 17, 2016 and the project has been recommended for award to the lowest bidder. If the contract is not awarded to the lowest bidder, additional funds may be requested to award to the second lowest bidder.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Ora	73	Widen Roadway	SHOPP	$1.9	$1.9	D	Construction Capital

~~*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.*~~ *A supplemental funds request was approved at the March CTC meeting. Project was awarded and construction began in April.*

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
LA	405	Install Concrete Barrier & MBGR	SHOPP	$11.2	$3.5	D	Construction Capital

~~*Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting.*~~ *A supplemental funds request was approved at the March CTC meeting.*

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
LA	47	Bridge Seismic Restoration	SHOPP	$28.7	$9.0	D	Construction Capital
~~Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting.~~ A supplemental funds request was approved at the March CTC meeting.							
Ala	880	Median Barrier	SHOPP	$35.8	$6.0	D	Construction Capital
~~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.~~ The project was awarded within G12 capacity.							
SC	9	Upgrade Bridge Rail	SHOPP	$1.6	$0.50	D	Construction Capital
~~Additional funds may be needed to award the contract. Bids were higher than engineers estimate.~~ Project awarded within voted amount.							

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

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Men	1	Repair Storm Damage	SHOPP	$15.2	$3.9	VH A	Construction Capital
The project site is adjacent to the Pacific Ocean. FHWA deobligated federal funding for this storm damage project, however, a recent storm event has initiated another emergency project. Caltrans will discuss the scope of work with FHWA in June.							
SJ	99	Installation of fiber optic cable in Arch Road I/C	SHOPP	$3.0	$0.6	VH A	Construction Capital
Additional funds are needed for Construction Capital. As design progressed it was determined that both the on and off ramps needed to be widened, which increased earthwork and the amount of material required to deliver the project. These changes led to increased material costs, working days, and traffic handling, which also increased construction support resources.							
Men	162	Construct Soldier Pile Walls and Drainage Galleries	SHOPP	$8.0	$5.6	H A	Construction Capital
After obtaining preliminary geotechnical data, it was revealed that the estimated cost to completely mitigate the landslide exceeded the initial budget. The final scope has yet to be determined therefore additional funds may be needed.							
Hum	101	Slip out and Drainage System Repair	SHOPP	$5.8	$2.5	M A	Construction Capital
The risk is moderate because there is no structures work and the scope has been reduced since the initial cost estimate. The scope reduction involves removing paving work and earth work from the project.							
Men	162	Repair Slip Outs and Slides	SHOPP	$5.3	$3.2	L A	Construction Capital
Storm damage project that may need additional funds. Current scope is within budget.							
Men	253	Repair Slide	SHOPP	$4.1	$1.0	L A	Construction Capital
Storm damage project that may need additional funds. Current scope is within budget.							
Hum	254	Culvert Rehabilitation	SHOPP	$0.9	$0.9	L A	Construction Capital
Project is located adjacent to the South Fork Eel River with multiple permitting agencies involved. Environmental clearance requirements are nearly complete.							
Kin	43/137	Whitley Avenue Intersection Improvements	SHOPP	$2.4	$2.0	D	Construction Capital
~~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).~~ A supplemental funds request was approved at the May CTC meeting.							
Slo	101	Major Damage, Bridge Rail Replacement	SHOPP	$1.5	$0.7	D	Construction Capital
~~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.~~ Project was allocated at the March 2016 CTC meeting and was advertised on April 11, 2016. Bids opened May 17, 2016 and the project has been recommended for award to the lowest bidder							
Men	101	Willits Bypass Fish Passage	STIP	$2.3	$1.2	D	Construction Capital
~~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. A supplemental funds request is being prepared for the may meeting.~~ A supplemental funds request was approved at the May CTC meeting.							

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. The project team is considering installing additional equipment on the slope to obtain additional geotechnical data. The additional data will be collected over 8-12 months.							
Ven	*126*	*Construct Median Barrier And Roundabouts*	*SHOPP*	*$62.3*	*$14.2*	VH =	*Fiscal Year Delivery*
Not a FY 15-16 CFD project. Caltrans intended to un-program the project in June 2015 but an administrative mistake was made and it was not removed.							

FY 15-16 CFD Project Risks

High to Very High Risk Delivery

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
Tul	*190*	*Lairds Rehabilitation*	*SHOPP*	*$23.0*	*$7.5*	VH =	*Fiscal Year Delivery*
Right of way certification is a major risk due to the unanticipated 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*
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 involve UPRR agreement with permitting requirements, Kinder Morgan pipeline(s) relocation, and Temporary Construction Easement from the City of Oakland.							
LA	*405*	*Reconfigure Getty Center Ramps*	*SHOPP*	*$14.8*	*$5.5*	VH ↑	*Fiscal Year Delivery*
Utility certification is a major risk to delivery. Relocation of LADWP electrical poles and communication cables (Verizon, Time Warner, and T-Mobile) requires LADWP to provide conceptual design plans by June 15, 2016. A utility agreement must be executed prior to RTL on June 30, 2016.							
SCR	*VAR*	*Roadside Safety Improvements*	*SHOPP*	*$1.2*	*$1.8*	H =	*Fiscal Year Delivery*
The Consultant prepared PS&E Package was submitted to DOE 4/29/16 without Utility Verification Information. CT R/W is working to quickly positively identify utilities. If this cannot be done in the next few weeks, R/W Cert and RTL are at risk.							
Tul	*99*	*Betty Drive Interchange*	*STIP/Local*	*$56.0*	*$10.7*	H =	*Fiscal Year Delivery*
Right of way certification is a major risk 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.							

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Ker	99	Famoso Bridge Replacement	SHOPP	$20.6	$7.1	H =	Fiscal Year Delivery

~~Right of way certification is a major risk to delivery if adjacent property owner requests an appearance at the commission meeting.~~ Property owner did not request appearance at the commission meeting but right of way certification is still at risk. Waiting for two parcels to be acquired and railroad agreement clearance from California Public Utilities Commission (PUC).

Nap	29	Replace Napa River Bridge	SHOPP	$10.6	$6.3	H =	Fiscal Year Delivery

RON was obtained. R/W Cert 3 can be issued to RTL the project. Risks involve environmental permits from CDFWS (ITP & 1602), RWQCB (401), and mitigation for CA freshwater shrimp.

Tul	65	Terrabella Expressway	STIP	$20.7	$7.5	D	Fiscal Year Delivery

~~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.~~ Resolution of Necessity (RON) approved at the May CTC meeting.

Imp	98	Widen From 2 to 4 Lanes	STIP	$8.2	$4.2	D	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. Coordination between Caltrans and the railroad is ongoing.~~ An agreement with the railroad was reached. Right of way was certified May 24, 2016.

Ora	1	Modify Traffic Signals & Add Lighting	SHOPP	$3.1	$2.5	D	Fiscal Year Delivery

~~Right of Way certification is a major risk to delivery due to condemnation. The City of Huntington Beach is holding up the sales of property needed for the project on 1st street. RW has initiated the condemnation process.~~ Property has been obtained.

SD	76	Intersection Improvement and Curve Realignment	SHOPP	$12.4	$5.6	D	Fiscal Year Delivery

~~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. Right of Way Certification is dependent on RON at the May meeting. The owner has requested an appearance at the May meeting.~~ RON was approved at the May CTC meeting.

Moderate to Low Risk Delivery

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Tul	190	Lairds Corner Roundabout	SHOPP	$3.9	$2.5	M ↓	Fiscal Year Delivery

Right of way certification is a major risk due to the anticipated delays to receive the utility relocation maps from Sothern California Edison (SCE).

Hum	169	Repair Slip outs	SHOPP	$5.1	$2.7	M ↓	Fiscal Year Delivery

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.

Hum	254	Replace Bridge Rails, Widen Shoulder	SHOPP	$3.6	$3.8	M =	Fiscal Year Delivery

Potential risk for litigation due to proximity to redwood trees. Review by permitting agencies may delay environmental clearance. Expecting to deliver project in FY 15-16 as programmed.

SCl	152	Planting and Environmental Mitigation	SHOPP	$2.5	$1.4	M =	Fiscal Year Delivery

Risk involves property acquisition, appraisal value, cooperative agreement with Santa Clara County Open Space Authority (SCCOSA). If right of way negotiations with SCCOSA fail, environmental team will need to find a new mitigation site. A revised right of way agreement was sent to SCCOSA and will be presented at their June 2016 meeting.

LA	138	Widen From 2 to 4 Lanes	STIP	$7.8	$7.0	D	Fiscal Year Delivery

~~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~~ . RON approved at May CTC meeting. Project reached RTL on May 25, 2016.

Ala	580	Freeway Performance Initiative & Pavement Rehabilitation	Local, SHOPP	$63.0	$15.9	D	Fiscal Year Delivery

~~Execution of cooperative agreement is still pending with Metropolitan Transportation Commission for local funding contributions.~~ Funding secured and project delivered.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Sol	*80*	*Meridian and Midway Overcrossing Rehabilitation and Bridge Replacement*	*SHOPP*	*$11.5*	*$1.8*	**D**	*Fiscal Year Delivery*
~~*Potential R/W condemnation may delay the project schedule. The owner did not accept the appraisal and wanted to get an independent appraisal.*~~ *R/W certification was obtained.*							
SB	*246*	*Pavement Preservation (CAPM)*	*SHOPP*	*$9.8*	*$2.3*	**D**	*Fiscal Year Delivery*
~~*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.*~~ *Coordination with utility companies completed.*							

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 third quarter, Caltrans delivered 114 projects, or 47 percent of the annual commitment, with an estimated value of $525.8 million.

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

Through the end of the third quarter, fiscal year 2015-16, Caltrans has:
- *delivered 321 additional projects with an estimated value of $572.1 million*
- *The sum of all projects delivered from all program funding sources is 435 projects, valued at $1.1 billion*

Measure: Projects Designed and Ready for Construction – 3rd Quarter FY 2015-16

Fiscal Year 2015-16 Contract For Delivery

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
114	140	81	244	47	240	98	100

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
92%	81%	87%	77%	81%	60%	54%	47%	44%	47%

Five-Year Trend Analysis: The third quarter figures are slightly higher than the previous year.

Measure: Contract Value Delivered – 3rd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16 Contract for Delivery (millions)

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
$525.8	**$1,020.8**	**51**	**$2,052.4**	**26**	**$1,861.0**	**91**	**100**

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
69%	70%	71%	43%	51%	44%	41%	36%	22%	26%

Five-Year Trend Analysis: The third quarter figures are slightly higher than the previous year.

Program Delivery

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

Costs are in millions.	Contract Value Committed	Contract Value Delivered	Contract Value Delivered	Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program* (STIP)	$ 258.4	$ 118.0		16	7	
Amended STIP	$ 11.1	$ 11.1		2	2	
Advanced STIP		$ 0			0	
Subtotal – **STIP Delivery Commitments**	$ 269.5	$ 129.1	48 %	18	9	50 %
State Highway Operations and Protection Program* (SHOPP)	$ 1,573.1	$ 404.4		223	106	
Amended SHOPP	$ 34.4	$ 34.4		13	13	
Advanced SHOPP		$ 20.8			5	
Subtotal – **SHOPP Delivery Commitments**	$ 1,607.5	$ 459.5	29 %	236	124	53 %
Minor Program Funds in Contract for Delivery (SHOPP)	$ 0.9	$ 0		0	0	
Minor Program (SHOPP)		$ 26.4			34	
Emergency Response – G-11 (SHOPP)		$ 224.4			131	
Subtotal - **SHOPP – All Funds**		$ 710.3			289	
Partnership (Local and regional funding contributions) *	$ 220.0	$ 3.4	2 %	5	1	
Amended Partnership Program	$ 20.2	$ 20.2		1	1	
Major Maintenance Program		$ 234.9			135	
Total Delivery **All Program Funds**		$ 1,097.9			435	

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

Year to Date Contract for Delivery support costs (114 projects delivered): Budget $ 156.7 million, Expended $ 140.6 million.

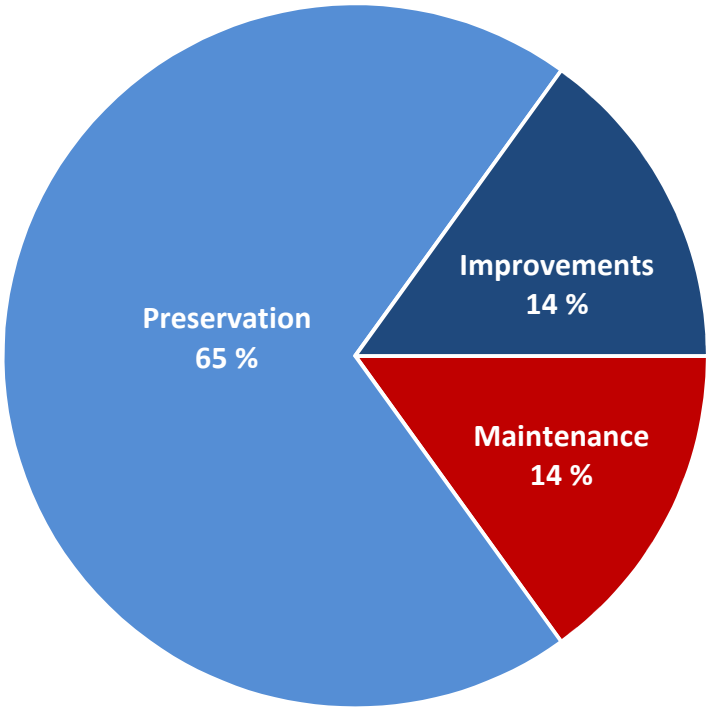
Costs are in millions.	Contract Value Committed	Contract Value Delivered	Projects Committed	Projects Delivered
Caltrans Rail: STIP Rail Capital Improvements	$ 64.5	$ 1.0	2	1

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)

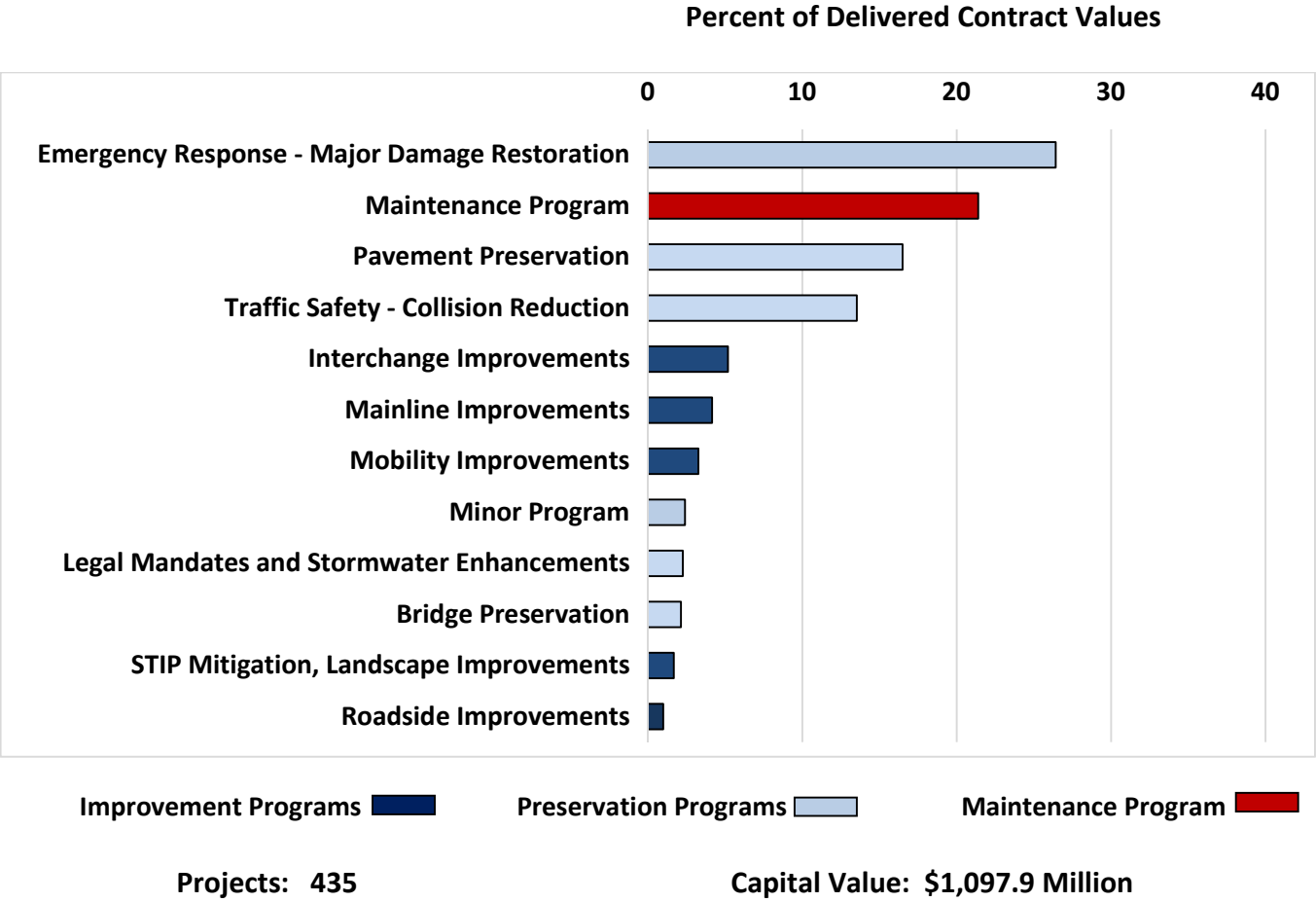
Transportation Programs	Projects	Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs				
State Highway Operations & Protection Program (SHOPP)	124	$ 461.6	65	42
Emergency Response – G-11 (SHOPP)	131	$ 224.4	31	20
Minor Program (SHOPP)	34	$ 26.4	4	2
Subtotal - Preservation Programs (SHOPP)	289	$ 712.4	100	65
Improvement Programs				
Regional Improvement Program (STIP-RIP)		$ 82.5	55	8
Interregional Improvement Program (STIP-IIP)		$ 44.5	30	4
Partnership Programs (Local & local federal funds)		$ 23.6	16	2
Proposition 1B Bond Programs		$ 0	0	0
Subtotal - Improvement Programs	11	$ 150.6	100	14
Maintenance Program	135	$ 234.9		14
Total	435	$ 1,097.9		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: 435 **Capital Value: $1,097.9 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 third quarter, fiscal year 2015-16, Caltrans approved a total of 166, or 78 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 third quarter, fiscal year 2015-16, Caltrans completed a total of 28, or 34 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 3rd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
166	**214**	**78**	**263**	**63**	**246**	**93**	**90**

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
87%	74%	82%	81%	78%	77%	60%	68%	66%	63%

Five-Year Trend Analysis: The third quarter figures are slightly lower compared to the previous year.

Measure: Draft Environmental Documents Completed – 3rd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
44	67	66	82	54	70	85	80

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
59%	66%	73%	84%	66%	45%	49%	61%	69%	54%

Five-Year Trend Analysis: The third quarter figures are 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 third quarter, fiscal year 2015-16, Caltrans certified a total of 160 projects, or 62 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 third quarter, fiscal year 2015-16, Caltrans committed $110.7 million, or 77 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified – 3rd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Certified	Plan	Percent	Plan	Percent	Plan	Percent	Percent
160	**164**	**98**	**260**	**62**	**254**	**98**	**100**

Five Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
100%	93%	102%	96%	98%	73%	66%	64%	64%	62%

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

Measure: Allocated Funds Committed – 3rd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16 (millions)

Annual Commitment			Year-End Projection		Goal
Committed	Plan	Percent	Forecast	Percent	Percent
$ 110.7	$ 144.3	77	$ 144.3	100	100

Five-Year Trend

Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16
70%	48%	74%	64%	77%

Five-Year Trend Analysis: Funds committed to date are slightly higher than the previous year.

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	$ 51.8	83%
State Highway Operations and Protection Program (SHOPP)	$ 51.8	$ 35.6	76%
Subtotal - Capital Projects	$ 114.4	$ 87.4	76%
Other Categories			
Post-certification	$ 27.0	$ 18.8	70%
Permit Fees	$ 1.0	$ 1.0	99%
Damage to Property (Inverse)	$ 1.9	$ 3.5	185%
Subtotal - Other Categories	$ 29.9	$ 23.3	78%
Right of Way Funds – All Categories			
TOTAL	$ 144.3	$ 110.7	77%

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 third quarter, fiscal year 2015-16, Caltrans has completed 148, or 71 percent of the annual commitment.*
- *At the end of the third quarter, fiscal year 2015-16, Caltrans had 729 projects valued at $8.8 billion under construction.*

Measure: Planned Projects Constructed – 3rd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Constructed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
148	**184**	**80**	**209**	**71**	**199**	**95**	**95**

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
87%	80%	90%	91%	80%	69%	64%	75%	74%	71%

Five-Year Trend Analysis: The number of contracts accepted to date is lower than the previous year.

Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: $2,702 million has been paid to contractors in fiscal year 2015-16.
Under Construction: 729 construction contracts valued at $8.8 billion are under construction.
Claims: Caltrans has 63 construction contracts in post-contract acceptance with notice of potential claims in the amount of $72.6 million.
Arbitration: Caltrans has 19 contracts in arbitration with claims valued at $25.1 million.
**As of April 1, 2016*

Arbitration – Five Year Trend

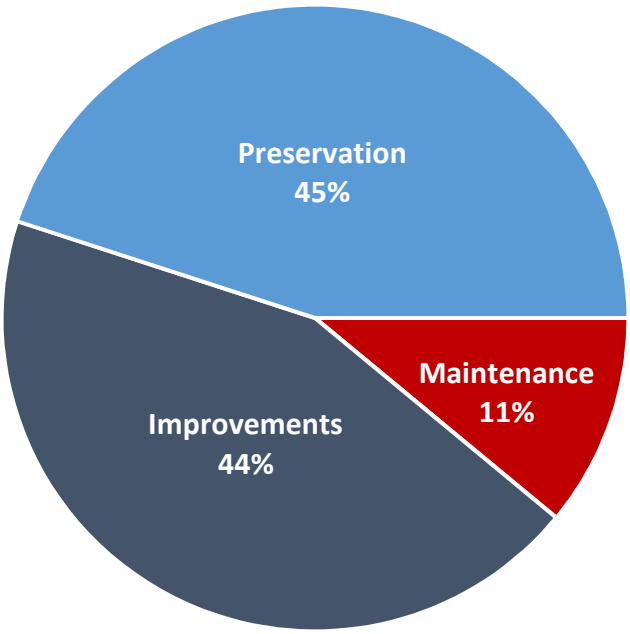
Contracts in Arbitration (Beginning July 1)					Contracts in Arbitration End of 3rd Quarter
11-12	12-13	13-14	14-15	15-16	15-16
43	32	25	17	21	19

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)	111	$ 714.2	78	35
Emergency Response – Major Damage Restoration (SHOPP)	64	$ 97.8	11	5
Minor Program (SHOPP)	53	$ 102.3	11	5
Subtotal - Preservation Programs (SHOPP)	228	$ 914.3	100	45
Improvement Programs				
Regional Improvement Program		$ 176.2	20	9
Interregional Improvement Program		$ 7.8	<1	<1
Partnership Programs (Local & local federal funds)		$ 432.8	49	21
Proposition 1B Bond Programs		$ 260.8	30	13
Subtotal - Improvement Programs	38	$ 877.6	100	44
Maintenance Program	114	$ 221.8		11
Total	**380**	**$ 2,013.8**		**100**

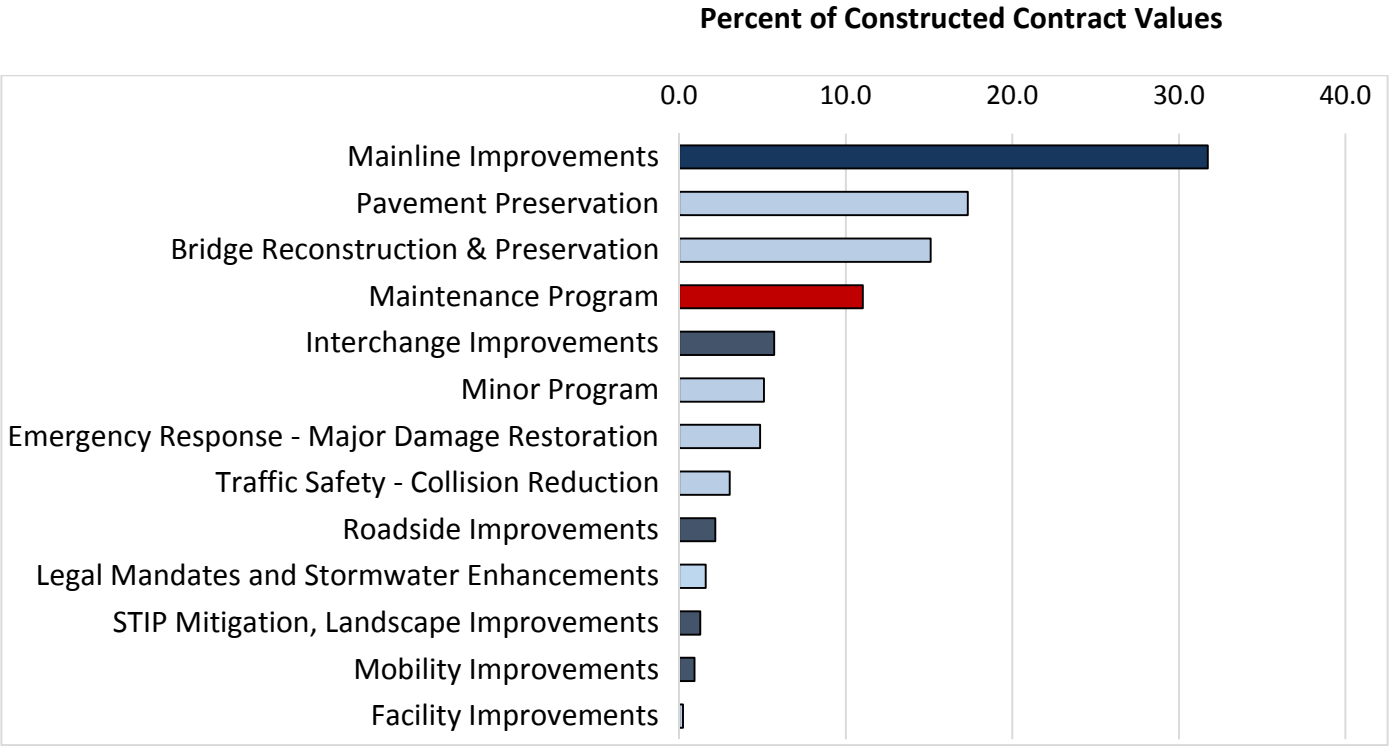


Costs are in millions	Projects	Program Dollars
Seismic (San Francisco-Oakland Bay Bridge) projects	3	$ 2,166

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: 380 **Capital Value: $ 2,013.8 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 third quarter, fiscal year 2015-16, Caltrans has closed out 24 State Transportation Improvement Program projects. The final approved budget for these projects was $1,644 million. The actual cost to complete these projects was $1,601 million, or 97 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2015-16, Caltrans has closed out 176 State Highway Operations and Protection Program projects. The final approved budget for these projects was $1,267 million. The actual cost to complete these projects was $1,134 million, or 90 percent of the final approved budget.*

Measure: Program Costs – 3rd Quarter Fiscal Year 2015-16

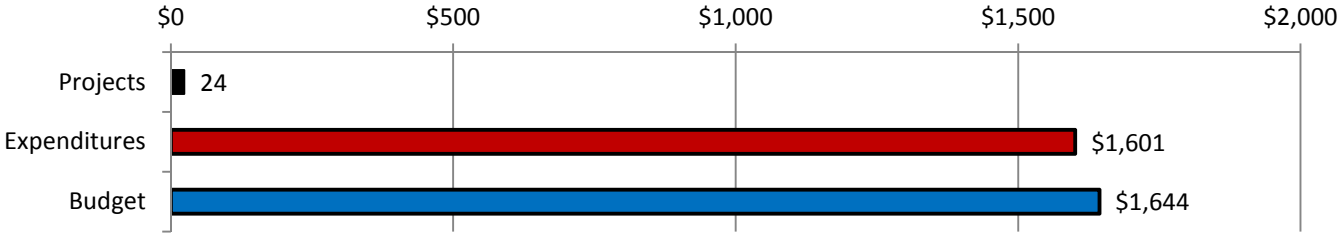
Fiscal Year 2015-16

Actual Cost Percent of Final Approved Budget			
State Transportation Improvement Program		State Highway Operations and Protection Program	
Actual	Goal	Actual	Goal
97	< 100	90	< 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).

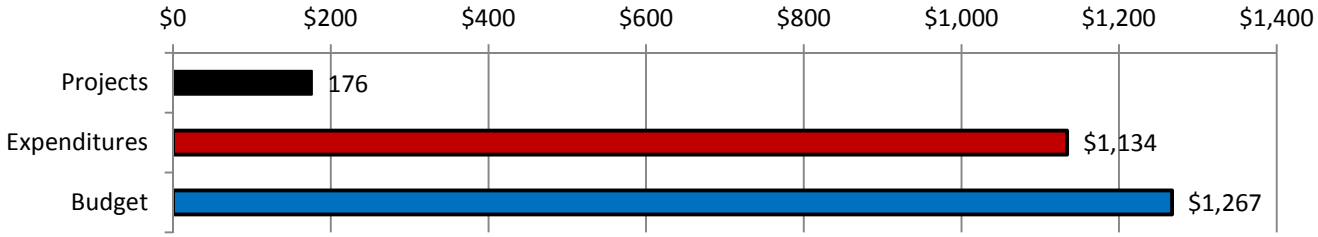
State Transportation Improvement Program[1] Closeout – Program Costs (millions)



A total of 24 State Transportation Improvement Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was $1,644 million. The actual cost of the projects completed was $1,601 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 176 State Highway Operations and Protection Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was $1,267 million. The actual cost of the projects completed was $1,134 million which is 90 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.

STIP[1] and SHOPP[1] Program Closeout – Construction Costs

Program	Commission Initial Construction Allocation	Final Approved Construction Costs	Expended Construction Costs
Construction Capital ($1,000's)			
STIP[1]	$ 187,433	$ 179,418	$ 169,955
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	$ 858,906	$ 707,621	$ 684,839
SHOPP Total	$ 986,565	$ 866,196	$ 780,732
Construction Support[2] ($1,000's)			
STIP[1]	$ 41,759	$ 46,199	$ 61,870
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	$ 129,166	$ 122,676	$ 132,714

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 Program[1] Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year	
			Original Budget[3]	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Original	Actual
1st Quarter											
BUT	99	Chico Widening/Auxiliary Lane	$ -	$ 4,394	$ 5,405	$ 26,737	$ 26,713	$ 31,131	$ 32,118	2010	2011
SOL	80	Coredelia Truck Scale Relocation	$ -	$ 10,100	$ 9,819	$ 58,178	$ 50,970	$ 68,278	$ 60,790	2012	2011
SOL	80	Ramp Metering and TOS Elements	$ -	$ 7,018	$ 6,971	$ 16,863	$ 16,234	$ 23,881	$ 23,205	2012	2012
ALA	680	Environmental Mitigation	$ -	$ 2,141	$ 1,975	$ 1,641	$ 1,535	$ 3,782	$ 3,510	2009	2009
ALA	24	Caldecott Tunnel Fourth Bore	$ -	$ 104,641	$ 108,788	$ 294,570	$ 285,301	$ 399,211	$ 394,089	2011	2009
SB	101	Santa Maria River Bridge Widening	$ -	$ 12,773	$ 11,506	$ 35,084	$ 34,412	$ 47,857	$ 45,919	2009	2010
TUL	216	SR 216 Widening	$ -	$ 5,103	$ 6,937	$ 7,529	$ 5,896	$ 12,632	$ 12,832	2011	2012
LA	101	Van Nuys Blvd. Off-Ramps	$ -	$ 3,683	$ 4,288	$ 5,478	$ 5,213	$ 9,161	$ 9,501	2007	2011
RIV	215	Rte 60/215 East Junction HOV Connector	$ -	$ 6,900	$ 7,126	$ 28,767	$ 26,152	$ 35,667	$ 33,278	2010	2011
SJ	99	SR 99 Widening Phase 1	$ -	$ 5,000	$ 5,111	$ 30,717	$ 29,522	$ 35,717	$ 34,633	2012	2012
SD	805	I-5/805 North Coast Undercrossing	$ -	$ 24,536	$ 28,583	$ 59,277	$ 59,054	$ 83,813	$ 87,637	2010	2011
ORA	22	Rte 22/I-405 HOV Connector	$ -	$ 19,139	$ 18,409	$ 80,176	$ 77,156	$ 99,315	$ 95,565	2010	2010
ORA	22	I-405/I-605 HOV Connector	$ -	$ 25,113	$ 25,199	$ 125,111	$ 119,333	$ 150,224	$ 144,532	2010	2010
2nd Quarter											
SIS	97	Angel Maple Operational Improvements	$ -	$ 411	$ 495	$ 525	$ 449	$ 936	$ 944	2015	2015
SCL	85	Route 85 - FPI	$ -	$ 3,135	$ 3,171	$ 6,160	$ 6,438	$ 9,295	$ 9,609	2012	2012
ALA	238	I-238 Replacement Planting	$ -	$ 859	$ 1,020	$ 1,629	$ 1,364	$ 2,488	$ 2,383	2010	2010
NAP	12	Jameson Canyon Widening - Phase 1	$ -	$ 7,460	$ 11,217	$ 35,236	$ 35,806	$ 42,696	$ 47,023	2010	2011
MON	101	Prunedale Interchange Improvements	$ -	$ 69,321	$ 73,353	$ 153,220	$ 141,522	$ 222,541	$ 214,875	2009	2011
KIN	198	19th Avenue Interchange	$ -	$ 6,322	$ 10,971	$ 26,352	$ 26,666	$ 32,674	$ 37,637	2004	2012
SBD	15	C.V. Kane Rest Area Displays	$ -	$ 91	$ 78	$ 20	$ 19	$ 111	$ 97	2014	2014
MER	99	Arboleda Freeway and Interchange	$ -	$ 25,392	$ 21,224	$ 102,260	$ 85,454	$ 127,652	$ 106,677	2010	2011
ORA	57	Widen Highway and Bridges	$ -	$ 6,801	$ 5,788	$ 22,771	$ 21,167	$ 29,572	$ 26,954	2011	2011
3rd Quarter											
LA	5	5/14 HOV Connector	$ -	$ 30,566	$ 34,268	$ 144,710	$ 142,461	$ 175,276	$ 176,728	2005	2007
SD	15	Fallbrook Planting (CCC)	$ -	$ 125	$ 23	$ 500	$ 307	$ 625	$ 330	2010	2010
				$ 381,024	$ 401,724	$ 1,263,510	$ 1,199,142	$ 1,644,534	$ 1,600,866		

[1] State Transporation 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)		Delivery Year		Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
1st Quarter														
MEN	020	ADA Improvements	$ -	$ 85	$ 980	$ 584	$ 552	$ 669	$ 1,532	2013	2013	-	-	-
HUM	101	Hazardous Waste Mitigation	$ -	$ 1,280	$ 810	$ 1,047	$ 992	$ 2,327	$ 1,802	2014	2014	-	-	-
MEN	271	Hazardous Waste Mitigation	$ -	$ 501	$ 628	$ 383	$ 332	$ 884	$ 961	2013	2014	-	-	-
SIS	VAR	Repair Fire Damage	$ 165	$ 165	$ 148	$ 310	$ 188	$ 475	$ 336	2015	2015	-	-	-
SHA	299	Repair Slip Out	$ 210	$ 210	$ 67	$ 802	$ 492	$ 1,012	$ 558	2015	2015	-	-	-
ED	050	Replace Bridge	$ -	$ 1,861	$ 2,355	$ 5,833	$ 4,750	$ 7,694	$ 7,104	2014	2014	-	-	-
SAC	051	Highway Planting	$ -	$ 1,318	$ 1,268	$ 1,611	$ 1,490	$ 2,929	$ 2,759	2006	2008	-	-	-
SUT	099	Shoulder and Centerline Rumble Strips	$ -	$ 870	$ 485	$ 1,752	$ 1,300	$ 2,622	$ 1,785	2014	2014	-	-	-
SAC	VAR	Replace Copper Wires	$ -	$ 210	$ 196	$ 800	$ 463	$ 1,010	$ 659	2014	2014	-	-	-
SAC	VAR	Upgrade Irrigation Controls	$ -	$ 385	$ 233	$ 750	$ 357	$ 1,135	$ 590	2014	2014	-	-	-
GLE	VAR	Landscape improvements	$ -	$ 635	$ 154	$ 2,500	$ 1,119	$ 3,135	$ 1,273	2014	2014	-	-	-
SF	001	Slope Stabilization	$ -	$ 2,499	$ 2,089	$ 4,120	$ 3,742	$ 6,619	$ 5,832	2014	2012	-	-	-
CC	680	Restore Roadway	$ -	$ 913	$ 593	$ 897	$ 722	$ 1,810	$ 1,315	2015	2014	-	-	-
MRN	101	Construct Retaining Wall	$ 425	$ 425	$ 537	$ 1,700	$ 1,014	$ 2,125	$ 1,551	2015	2015	-	-	-
MRN	001	Construct Retaining Wall	$ 825	$ 825	$ 484	$ 2,650	$ 653	$ 3,475	$ 1,136	2015	2015	-	-	-
SON	001	Repair Culvert	$ -	$ 1,600	$ 1,733	$ 418	$ 346	$ 2,018	$ 2,080	2011	2012	-	-	-
ALA	013	Storm Water Mitigation	$ -	$ 497	$ 595	$ 481	$ 447	$ 978	$ 1,042	2012	2014	-	-	-
ALA	580	Repair Traffic Operations Systems	$ -	$ 375	$ 219	$ 1,500	$ 1,500	$ 1,875	$ 1,719	2013	2013	-	-	-
SM	001	Repair Traffic Operations Systems	$ -	$ 140	$ 230	$ 555	$ 209	$ 695	$ 439	2013	2013	-	-	-
NAP	128	Repair Storm Damage	$ -	$ 2,665	$ 2,011	$ 1,330	$ 1,184	$ 3,995	$ 3,195	2012	2012	-	-	-
MRN	001	Construct Retaining Wall	$ -	$ 1,170	$ 1,723	$ 1,046	$ 859	$ 2,216	$ 2,582	2012	2013	-	-	-
SON	001	Construct Retaining Wall	$ -	$ 1,416	$ 1,928	$ 2,432	$ 1,702	$ 3,848	$ 3,629	2014	2014	-	-	-
SLO	001	ADA Curb Ramps	$ -	$ 2,479	$ 2,158	$ 906	$ 807	$ 3,385	$ 2,964	2014	2014	-	-	-
SCR	001	Replace Guardrail	$ -	$ 2,006	$ 1,978	$ 2,125	$ 1,724	$ 4,131	$ 3,702	2012	2013	-	-	-
MON	001	Pavement Overlay	$ -	$ 640	$ 693	$ 535	$ 418	$ 1,175	$ 1,111	2014	2014	-	-	-
FRE	180	Bridge Replacement	$ -	$ 2,649	$ 2,298	$ 2,720	$ 476	$ 5,369	$ 2,775	2012	2013	-	-	-
KER	014	Bridge Replacement	$ -	$ 4,792	$ 4,727	$ 9,540	$ 8,801	$ 14,332	$ 13,528	2014	2013	-	-	-
TUL	245	Reconstruct Embankment	$ -	$ 576	$ 502	$ 313	$ 249	$ 889	$ 751	2013	2013	-	-	-
KIN	000	Upgrade Irrigation Controls	$ -	$ 400	$ 461	$ 2,200	$ 1,858	$ 2,600	$ 2,319	2014	2014	-	-	-
LA	405	ADA Curb Ramp Improvements	$ -	$ 545	$ 780	$ 318	$ 248	$ 863	$ 1,028	2013	2013	-	-	-
LA	005	Rehab Pavement	$ -	$ 13,520	$ 10,209	$ 98,016	$ 95,358	$ 111,536	$ 105,567	2011	2011	-	-	-
LA	005	Soil Stabilization	$ -	$ 1,375	$ 1,294	$ 1,895	$ 1,591	$ 3,270	$ 2,885	2010	2013	-	-	-
LA	090	Storm Water Improvements	$ -	$ 1,576	$ 1,664	$ 2,024	$ 1,864	$ 3,600	$ 3,528	2010	2012	-	-	-
LA	010	Replace Guardrail	$ -	$ 3,315	$ 2,366	$ 2,723	$ 2,865	$ 6,038	$ 5,231	2012	2012	-	-	-
LA	110	Bridge Preservation	$ -	$ 3,239	$ 1,858	$ 1,742	$ 374	$ 4,981	$ 2,233	2014	2014	-	-	-
LA	060	Rehab Roadway	$ -	$ 11,500	$ 7,904	$ 80,371	$ 72,914	$ 91,871	$ 80,818	2011	2011	-	-	-
LA	047	Repair Slope	$ -	$ 400	$ 417	$ 356	$ 208	$ 756	$ 625	2013	2013	-	-	-
LA	002	Construct Debris Wall	$ -	$ 1,365	$ 881	$ 1,555	$ 1,157	$ 2,920	$ 2,039	2013	2013	-	-	-
LA	105	Replace Cooper Wire	$ -	$ 160	$ 330	$ 800	$ 799	$ 960	$ 1,129	2014	2014	-	-	-
SBD	095	Improve Roadway Alignment	$ -	$ 1,839	$ 1,804	$ 2,405	$ 1,985	$ 4,244	$ 3,788	2012	2013	-	-	-
SBD	040	Bridge Replacement	$ -	$ 5,597	$ 4,543	$ 8,667	$ 8,023	$ 14,264	$ 12,566	2012	2012	-	-	-
SBD	210	Grind Pavement	$ -	$ 585	$ 444	$ 57	$ 32	$ 642	$ 477	2015	2014	-	-	-
RIV	086	Bridge Replacement	$ -	$ 680	$ 778	$ 2,300	$ 1,972	$ 2,980	$ 2,751	2014	2014	-	-	-

(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)		Delivery Year		Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
RIV	074	Repair Roadway	$ -	$ 233	$ 474	$ 1,500	$ 1,063	$ 1,733	$ 1,537	2014	2014	-	-	-
STA	120	Rehab Pavement	$ -	$ 1,228	$ 697	$ 3,843	$ 3,243	$ 5,071	$ 3,941	2016	2014	-	-	-
MER	165	Rehab Pavement	$ -	$ 4,871	$ 3,072	$ 9,017	$ 7,041	$ 13,888	$ 10,112	2015	2014	-	-	-
SD	VAR	Rehab Materials Lab	$ -	$ 2,447	$ 2,480	$ 2,473	$ 2,204	$ 4,920	$ 4,685	2011	2013	-	-	-
SD	805	Seismic Retrofit	$ -	$ 3,136	$ 3,364	$ 3,295	$ 2,858	$ 6,431	$ 6,222	2012	2012	-	-	-
SD	052	Rehab Roadway	$ -	$ 1,270	$ 1,814	$ 3,661	$ 3,507	$ 4,931	$ 5,320	2013	2013	-	-	-
ORA	039	Safety Improvements	$ -	$ 700	$ 898	$ 606	$ 570	$ 1,306	$ 1,469	2013	2013	-	-	-
ORA	005	Landscape Improvements	$ -	$ 430	$ 578	$ 2,100	$ 1,508	$ 2,530	$ 2,086	2014	2014	-	-	-
ORA	133	Rehab Roadway	$ 93	$ 93	$ 165	$ 450	$ 664	$ 543	$ 830	2015	2015	-	-	-
		2nd Quarter												
HUM	299	Reconstruct Roadway	$ -	$ 5,538	$ 4,092	$ 10,626	$ 9,616	$ 16,164	$ 13,708	2012	2012	-	-	-
HUM	299	Curve Improvement	$ -	$ 1,599	$ 1,360	$ 2,905	$ 2,693	$ 4,504	$ 4,053	2014	2014	-	-	-
MEN	101	Open Grade Overlay	$ -	$ 701	$ 409	$ 766	$ 737	$ 1,467	$ 1,146	2015	2014	-	-	-
SIS	005	Bridge Deck Replacment	$ -	$ 5,300	$ 2,767	$ 9,355	$ 8,896	$ 14,655	$ 11,663	2012	2012	-	-	-
LAS	395	Pavement Rehabilitation	$ -	$ 1,619	$ 1,431	$ 2,939	$ 2,879	$ 4,558	$ 4,310	2014	2013	-	-	-
SIS	096	Install Cable Wire Net	$ -	$ 310	$ 404	$ 3,785	$ 2,970	$ 4,095	$ 3,373	2014	2014	-	-	-
SIS	005	Slide Repair	$ 310	$ 310	$ 103	$ 1,205	$ 891	$ 1,515	$ 994	2015	2015	-	-	-
SHA	299	Remove Slide Debri	$ 530	$ 530	$ 184	$ 2,550	$ 1,234	$ 3,080	$ 1,418	2015	2015	-	-	-
SUT	099	Highway Planting and Irrigation	$ -	$ 705	$ 549	$ 1,961	$ 1,823	$ 2,666	$ 2,373	2011	2011	-	-	-
SAC	VAR	Modify Irrigation System	$ -	$ 635	$ 229	$ 2,500	$ 1,488	$ 3,135	$ 1,717	2014	2014	-	-	-
YOL	113	Embankment Repair	$ 255	$ 255	$ 228	$ 1,000	$ 600	$ 1,255	$ 828	2015	2015	-	-	-
PLA	080	Repair Storm Damage	$ 80	$ 80	$ 43	$ 350	$ 261	$ 430	$ 304	2015	2015	-	-	-
SAC	050	Bridge Deck Rehab	$ -	$ 11,181	$ 3,796	$ 19,440	$ 18,613	$ 30,621	$ 22,409	2015	2014	-	-	-
YOL	005	Install High Friction Surface	$ -	$ 360	$ 198	$ 562	$ 477	$ 922	$ 675	2015	2015	-	-	-
SON	128	Restore Highway Planting	$ -	$ 552	$ 684	$ 436	$ 361	$ 988	$ 1,044	2011	2010	-	-	-
NAP	121	Highway Planting	$ -	$ 680	$ 959	$ 530	$ 323	$ 1,210	$ 1,282	2011	2011	-	-	-
MRN	VAR	Repair Storm Damage	$ -	$ 330	$ 316	$ 1,300	$ 554	$ 1,630	$ 870	2014	2014	-	-	-
SCL	880	Repair Storm Damage	$ -	$ 210	$ 221	$ 700	$ 624	$ 910	$ 845	2014	2014	-	-	-
ALA	VAR	Repair Storm Damage	$ -	$ 430	$ 435	$ 1,700	$ 1,120	$ 2,130	$ 1,555	2014	2014	-	-	-
SOL	113	Construct Safety Barrier	$ -	$ 275	$ 472	$ 326	$ 251	$ 601	$ 723	2014	2014	-	-	-
SF	101	Repair Storm Damage	$ 165	$ 165	$ 154	$ 650	$ 353	$ 815	$ 508	2015	2015	-	-	-
SB	101	Replace Overhead Signs	$ -	$ 570	$ 597	$ 784	$ 743	$ 1,354	$ 1,340	2014	2014	-	-	-
SCR	001	Install CC TV & Signs	$ -	$ 1,821	$ 1,156	$ 519	$ 465	$ 2,340	$ 1,621	2012	2013	-	-	-
SLO	046	Pavement Preservation	$ -	$ 1,693	$ 1,214	$ 6,158	$ 5,434	$ 7,851	$ 6,648	2014	2014	-	-	-
SB	001	Upgrade Curb Ramp & Sidewalk	$ -	$ 1,796	$ 1,728	$ 939	$ 402	$ 2,735	$ 2,131	2014	2014	-	-	-
MON	101	Install Median Barrier & Rumble Strips	$ -	$ 1,267	$ 1,103	$ 2,376	$ 2,036	$ 3,643	$ 3,139	2014	2014	-	-	-
FRE	180	Construct Concrete Guard Rail	$ -	$ 577	$ 1,068	$ 1,456	$ 1,390	$ 2,033	$ 2,458	2015	2014	-	-	-
KER	223	Widen & Install Rumble Strips	$ -	$ 1,261	$ 1,131	$ 3,825	$ 3,363	$ 5,086	$ 4,495	2014	2014	-	-	-
KER	099	Relocate Turn Lane	$ -	$ 1,492	$ 1,520	$ 1,233	$ 1,037	$ 2,725	$ 2,558	2013	2013	-	-	-
FRE	145	Construct Roundabout	$ -	$ 1,737	$ 2,278	$ 1,922	$ 1,518	$ 3,659	$ 3,795	2012	2014	-	-	-
FRE	041	Install Concrete Barriers	$ -	$ 810	$ 1,194	$ 1,044	$ 888	$ 1,854	$ 2,083	2014	2014	-	-	-
LA	005	Roadway Widening for HOV and Trucks	$ -	$ 27,274	$ 16,526	$ 49,088	$ 46,429	$ 76,362	$ 62,954	2011	2011	-	-	-
LA	710	Highway Planting & Irrigation	$ -	$ 955	$ 882	$ 1,086	$ 920	$ 2,041	$ 1,802	2003	2008	-	-	-
LA	005	Pavement Rehabilitation	$ -	$ 2,420	$ 2,857	$ 12,484	$ 11,236	$ 14,904	$ 14,093	2012	2012	-	-	-
LA	005	Pavement Rehabilitation	$ -	$ 2,440	$ 2,650	$ 11,171	$ 10,263	$ 13,611	$ 12,913	2012	2012	-	-	-

(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)		Delivery Year		Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
LA	405	Construct Auxiliary Lane	$ -	$ 13,500	$ 14,079	$ 23,006	$ 21,931	$ 36,506	$ 36,010	2007	2010	-	-	-
LA	039	Clear Debris & Restore Failed Drainage	$ -	$ 375	$ 627	$ 2,500	$ 1,348	$ 2,875	$ 1,975	2014	2014	-	-	-
LA	091	Bridge Maintenance	$ -	$ 560	$ 908	$ 1,356	$ 1,095	$ 1,916	$ 2,003	2012	2012	-	-	-
LA	710	Storm Water Mitigation	$ -	$ 2,981	$ 2,787	$ 3,355	$ 3,269	$ 6,336	$ 6,057	2013	2013	-	-	-
LA	060	Widen Off-Ramp	$ -	$ 1,537	$ 2,345	$ 2,139	$ 2,015	$ 3,676	$ 4,360	2010	2013	-	-	-
LA	002	Clear Fire Debris	$ -	$ 1,500	$ 1,051	$ 5,000	$ 4,412	$ 6,500	$ 5,463	2014	2015	-	-	-
LA	010	Upgrade Landscape Irrigation Control	$ -	$ 240	$ 1,082	$ 1,200	$ 966	$ 1,440	$ 2,047	2014	2015	-	-	-
RIV	371	Install Rumble Strips	$ -	$ 481	$ 477	$ 150	$ 79	$ 631	$ 555	2015	2015	-	-	-
RIV	062	Install Markers & Rumble Strips	$ -	$ 580	$ 437	$ 115	$ 96	$ 695	$ 533	2015	2015	-	-	-
SBD	015	Bridge Rehabilitation	$ -	$ 1,297	$ 1,186	$ 643	$ 550	$ 1,940	$ 1,736	2013	2014	-	-	-
SBD	395	Install Left Turn Phase	$ -	$ 781	$ 1,377	$ 391	$ 341	$ 1,172	$ 1,717	2014	2014	-	-	-
SBD	210	Upgrade Irrigation System	$ -	$ 300	$ 775	$ 1,733	$ 853	$ 2,033	$ 1,628	2014	2014	-	-	-
AMA	016	Install Rumble Strips	$ -	$ 444	$ 267	$ 356	$ 277	$ 800	$ 544	2015	2015	-	-	-
MER	140	Install Flashing Beacons	$ -	$ 320	$ 291	$ 340	$ 185	$ 660	$ 476	2016	2015	-	-	-
MER	005	Bridge Rehabilitation	$ -	$ 1,221	$ 1,072	$ 1,744	$ 1,281	$ 2,965	$ 2,353	2014	2014	-	-	-
TUO	108	Storm Water Mitigation	$ -	$ 998	$ 462	$ 940	$ 896	$ 1,938	$ 1,358	2015	2014	-	-	-
MER	165	Install Rumble Strips	$ -	$ 672	$ 464	$ 675	$ 478	$ 1,347	$ 942	2015	2014	-	-	-
SD	005	Construction Barrier	$ -	$ 2,031	$ 2,120	$ 3,302	$ 3,112	$ 5,333	$ 5,232	2013	2013	-	-	-
ORA	091	Safety Improvements	$ -	$ 558	$ 906	$ 691	$ 642	$ 1,249	$ 1,548	2013	2013	-	-	-
ORA	039	ADA Curb Ramps	$ -	$ 1,917	$ 2,117	$ 2,416	$ 2,315	$ 4,333	$ 4,432	2013	2013	-	-	-
ORA	039	Improve Lighting & Signal Modifications	$ -	$ 1,040	$ 1,226	$ 688	$ 661	$ 1,728	$ 1,887	2013	2013	-	-	-
ORA	055	Improve pavement access	$ -	$ 480	$ 520	$ 1,170	$ 1,061	$ 1,650	$ 1,582	2014	2014	-	-	-
ORA	005	Repair Failed Slope	$ 143	$ 143	$ 194	$ 500	$ 369	$ 643	$ 562	2015	2015	-	-	-
		3rd Quarter												
HUM	101	Cable Median Barrier	$ -	$ 558	$ 1,018	$ 1,116	$ 985	$ 1,674	$ 2,003	2013	2013	-	-	-
HUM	036	Repair Slide	$ -	$ 918	$ 605	$ 266	$ 213	$ 1,184	$ 818	2014	2015	-	-	-
HUM	096	Repair Slide	$ -	$ 828	$ 293	$ 1,685	$ 85	$ 2,513	$ 378	2014	2015	-	-	-
HUM	299	Repair Slide	$ 300	$ 300	$ 254	$ 2,525	$ 2,500	$ 2,825	$ 2,754	2015	2015	-	-	-
SHA	299	Hat Creek Curve Improvement	$ -	$ 903	$ 1,511	$ 3,864	$ 3,680	$ 4,767	$ 5,191	2014	2014	-	-	-
SIS	005	Pavement Rehab	$ -	$ 5,300	$ 7,443	$ 50,759	$ 46,692	$ 56,059	$ 54,135	2011	2011	-	-	-
SHA	005	Bridge Maintenance	$ -	$ 2,123	$ 2,077	$ 6,864	$ 5,975	$ 8,987	$ 8,052	2013	2013	-	-	-
SHA	044	Curve Improvement	$ -	$ 743	$ 692	$ 478	$ 309	$ 1,221	$ 1,000	2015	2015	-	-	-
YUB	070	Roadway Rehabilitation	$ -	$ 8,250	$ 14,126	$ 35,231	$ 30,737	$ 43,481	$ 44,864	2011	2011	-	-	-
YUB	065	Bridge Scour Mitigation	$ -	$ 1,143	$ 1,547	$ 505	$ 367	$ 1,648	$ 1,914	2012	2015	-	-	-
SAC	160	Pavement Rehab	$ -	$ 1,368	$ 1,220	$ 4,887	$ 3,841	$ 6,255	$ 5,062	2014	2014	-	-	-
NEV	080	Paint Structures	$ -	$ 984	$ 757	$ 1,728	$ 1,554	$ 2,712	$ 2,311	2013	2014	-	-	-
BUT	099	Replace Bridge	$ -	$ 3,920	$ 5,358	$ 9,160	$ 7,270	$ 13,080	$ 12,628	2012	2013	-	-	-
SAC	080	Vegetation Control and Gore Paving	$ -	$ 526	$ 672	$ 2,008	$ 1,921	$ 2,534	$ 2,593	2015	2015	-	-	-
SAC	160	HMA Overlay	$ -	$ 1,187	$ 760	$ 2,865	$ 2,498	$ 4,052	$ 3,257	2014	2014	-	-	-
SAC	005	High Friction Surface Treatment	$ -	$ 409	$ 339	$ 518	$ 416	$ 927	$ 755	2015	2014	-	-	-
PLA	080	Line gutter	$ -	$ 1,925	$ 1,452	$ 3,950	$ 3,727	$ 5,875	$ 5,180	2014	2014	-	-	-
VAR	VAR	Methacrylate Bridge Deck and Repair Joint Seals	$ -	$ 1,522	$ 1,203	$ 5,215	$ 4,702	$ 6,737	$ 5,905	2014	2014	-	-	-
SCL	082	Bridge Seismic Restoration	$ -	$ 1,150	$ 2,007	$ 1,550	$ 1,261	$ 2,700	$ 3,268	2015	2014	-	-	-
SCL	085	Bridge Preventive Maintenance	$ -	$ 830	$ 524	$ 2,328	$ 1,766	$ 3,158	$ 2,290	2014	2014	-	-	-
ALA	880	Replace Bridge	$ -	$ 48,152	$ 48,670	$ 176,097	$ 150,596	$ 224,249	$ 199,266	2005	2007	-	-	-

(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)		Delivery Year		Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
SCL	VAR	Upgrade Landscape Irritation Controls	$ -	$ 680	$ 622	$ 2,700	$ 2,650	$ 3,380	$ 3,273	2014	2014	-	-	-
SOL	012	Construct Left Turn and Widen Shoulders	$ -	$ 5,733	$ 8,015	$ 10,507	$ 8,419	$ 16,240	$ 16,434	2010	2013	-	-	-
MRN	001	Repair Slide	$ 705	$ 705	$ 938	$ 2,250	$ 908	$ 2,955	$ 1,846	2015	2015	-	-	-
SON	128	Repair Slipout	$ -	$ 1,317	$ 1,225	$ 1,371	$ 1,148	$ 2,688	$ 2,373	2014	2014	-	-	-
CC	004	Repair Slab and Joint Seal	$ 150	$ 150	$ 233	$ 500	$ 391	$ 650	$ 624	2015	2015	-	-	-
ALA	013	Repair Storm Damage and Pump Station	$ 150	$ 150	$ 138	$ 510	$ 253	$ 660	$ 391	2015	2015	-	-	-
SM	101	Repair Storm Damage	$ 190	$ 190	$ 174	$ 750	$ 638	$ 940	$ 812	2015	2015	-	-	-
SCL	130	Repair Storm Damage	$ 480	$ 480	$ 462	$ 1,820	$ 1,319	$ 2,300	$ 1,781	2015	2015	-	-	-
SCL	087	Repair Storm Damage	$ -	$ 243	$ 311	$ 419	$ 276	$ 662	$ 587	2015	2015	-	-	-
CC	080	Repair Slipout	$ 130	$ 130	$ 338	$ 500	$ 144	$ 630	$ 482	2015	2015	-	-	-
SON	001	Reconstruct Embankment	$ -	$ 1,670	$ 1,723	$ 842	$ 575	$ 2,512	$ 2,297	2012	2013	-	-	-
SB	101	Highway Planting	$ -	$ 295	$ 536	$ 863	$ 808	$ 1,158	$ 1,344	2012	2011	-	-	-
MON	101	CAPM	$ -	$ 1,728	$ 1,274	$ 5,650	$ 4,896	$ 7,378	$ 6,170	2015	2014	-	-	-
MON	001	Temporary Signal and Railing	$ -	$ 184	$ 443	$ 585	$ 585	$ 769	$ 1,028	2014	2014	-	-	-
SCR	017	Soil Nail Wall and Widening	$ -	$ 1,815	$ 1,739	$ 3,961	$ 3,264	$ 5,776	$ 5,003	2014	2014	-	-	-
MON	001	Stabalize Rockfall and Replace Culverts	$ 438	$ 438	$ 374	$ 1,000	$ 970	$ 1,438	$ 1,344	2015	2015	-	-	-
TUL	099	Roadway Rehabilitation	$ -	$ 1,243	$ 1,420	$ 7,566	$ 6,537	$ 8,809	$ 7,957	2016	2014	-	-	-
KER	058	Widen Shoulders and Install Rumble Strips	$ -	$ 1,320	$ 1,109	$ 3,068	$ 2,432	$ 4,388	$ 3,540	2014	2014	-	-	-
KER	178	Median Island Improvement	$ -	$ 1,515	$ 1,639	$ 2,113	$ 1,723	$ 3,628	$ 3,362	2014	2014	-	-	-
MAD	152	Median Barrier and Rumble Strips	$ -	$ 1,185	$ 1,316	$ 1,990	$ 1,665	$ 3,175	$ 2,981	2015	2014	-	-	-
FRE	168	Construct Median Barrier	$ -	$ 667	$ 438	$ 233	$ 202	$ 900	$ 640	2015	2015	-	-	-
FRE	041	Deck Seal	$ -	$ 805	$ 613	$ 2,177	$ 1,831	$ 2,982	$ 2,445	2014	2014	-	-	-
FRE	041	CAPM	$ -	$ 759	$ 749	$ 2,027	$ 1,805	$ 2,786	$ 2,554	2014	2014	-	-	-
KER	005	Wire Theft Repair	$ -	$ 1,440	$ 1,057	$ 1,217	$ 1,074	$ 2,657	$ 2,131	2013	2014	-	-	-
KIN	198	Rehab Bridge Decks	$ -	$ 2,395	$ 3,045	$ 6,301	$ 5,702	$ 8,696	$ 8,747	2012	2012	-	-	-
LA	101	Uprgrade Bridge Railing	$ -	$ 2,116	$ 3,294	$ 3,560	$ 3,107	$ 5,676	$ 6,401	2011	2013	-	-	-
VEN	101	Modify Traffic Signal	$ -	$ 617	$ 595	$ 283	$ 248	$ 900	$ 843	2014	2014	-	-	-
LA	105	Safety Improvements	$ -	$ 505	$ 1,159	$ 933	$ 886	$ 1,438	$ 2,045	2013	2013	-	-	-
LA	710	Upgrade Landscape Irrigation System	$ -	$ 240	$ 475	$ 1,200	$ 1,143	$ 1,440	$ 1,618	2014	2015	-	-	-
LA	210	Upgrade Landscape Irrigation System	$ -	$ 150	$ 197	$ 600	$ 535	$ 750	$ 731	2014	2015	-	-	-
LA	105	Replace Steel Grates	$ 80	$ 80	$ 129	$ 400	$ 400	$ 480	$ 529	2015	2015	-	-	-
SBD	015	Upgrade Safety Roadside Rest Area	$ -	$ 5,584	$ 6,309	$ 9,276	$ 9,029	$ 14,860	$ 15,339	2010	2014	-	-	-
SBD	040	CAPM	$ -	$ 4,313	$ 2,863	$ 18,264	$ 16,476	$ 22,577	$ 19,338	2012	2014	-	-	-
RIV	015	Methacrylate Bridge Deck and Repair Joint Seals	$ 645	$ 645	$ 464	$ 534	$ 414	$ 1,179	$ 878	2015	2015	-	-	-
SBD	015	Install Irrigation Controllers	$ -	$ 360	$ 722	$ 1,857	$ 1,817	$ 2,217	$ 2,538	2014	2014	-	-	-
RIV	111	Replace Bridge	$ -	$ 3,809	$ 4,162	$ 4,531	$ 4,277	$ 8,340	$ 8,438	2012	2013	-	-	-
SJ	005	Install ADA Curb Ramps	$ -	$ 795	$ 1,240	$ 644	$ 568	$ 1,439	$ 1,809	2014	2014	-	-	-
SJ	004	Treat Bridge Deck and Replace Joint Seals	$ -	$ 2,135	$ 907	$ 2,746	$ 2,202	$ 4,881	$ 3,109	2014	2014	-	-	-
MER	059	Pavement Rehab	$ 446	$ 446	$ 398	$ 2,459	$ 1,914	$ 2,905	$ 2,312	2015	2015	-	-	-
TUO	108	Safety Improvements	$ 333	$ 333	$ 231	$ 258	$ 230	$ 591	$ 461	2015	2015	-	-	-
SJ	VAR	Replace Irrigation System	$ 86	$ 86	$ 179	$ 350	$ 348	$ 436	$ 527	2015	2015	-	-	-
SD	905	Roadway Rehabilitation	$ -	$ 800	$ 1,231	$ 3,709	$ 2,939	$ 4,509	$ 4,170	2014	2014	-	-	-

(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)		Delivery Year		Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
59V	005	Upgrade Irrigation System	$ -	$ 300	$ 190	$ 1,900	$ 1,248	$ 2,200	$ 1,437	2014	2014	-	-	-
ORA	074	Establish Planting and Install Irrigation System	$ -	$ 879	$ 790	$ 478	$ 379	$ 1,357	$ 1,170	2006	2010	-	-	-
ORA	055	Revegetate Slopes	$ -	$ 1,100	$ 1,066	$ 1,066	$ 886	$ 2,166	$ 1,952	2015	2014	-	-	-
Totals				**$ 341,094**	**$ 321,858**	**$ 925,648**	**$ 812,272**	**$ 1,266,742**	**$ 1,134,131**					

[1] New project in 2014 Program Document or later.

[2] New project in 2016 Program Document or later.

FY 2015-16 SHOPP Project Closeout Support Expenditure Analysis

Percentage of Budget Expended	Number of Projects	Percentage of Projects	Approved Support Budget ($1,000's)	Actual Support Cost ($1,000's)	Over (Under) Budget ($1,000's)	% Over (Under) Budget
< 80%	51	29%	$ 128,663	$ 80,066	$ (48,597)	
80% to 120%	71	40%	$ 157,250	$ 156,938	$ (312)	
> 120%	54	31%	$ 55,181	$ 84,855	$ 29,674	
Total	**176**	**100%**	**$ 341,094**	**$ 321,858**	**$ (19,235)**	**(6%)**