

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.10, Information Item

Prepared By: Jeff Wiley, Chief (Acting)
Division of Project Management

Subject: **CALTRANS' PROJECT DELIVERY QUARTERLY REPORT - SECOND QUARTER
FISCAL YEAR 2019-20**

SUMMARY:

The California Department of Transportation (Department) will give a verbal presentation on the Division of Project Management's Fiscal Year 2019-20 Project Delivery Report, for the second quarter, to the California Transportation Commission (Commission) at its March 25-26, 2020 meeting, as an informational item.

BACKGROUND:

The purpose of the quarterly Project Delivery Report is to provide the Commission with project delivery information on transportation projects for which the Department was fully responsible for development and construction management. The report is pursuant to the reporting requirements specified by Government Code Sections 14524.16, 14526.6, 14529, and the Commission's action in October 2017.

Attachment



CALIFORNIA DEPARTMENT OF TRANSPORTATION

Second Quarter Fiscal Year 2019-20 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



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Executive Summary

Introduction

The California Department of Transportation (Caltrans) delivers transportation capital programs that 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 new highways.

Purpose

This report provides project delivery information on transportation projects for which Caltrans was fully responsible for development and construction management.

Performance Measures

Measuring and reporting performance on project milestones shows how well Caltrans is meeting its commitments to deliver projects as promised in its primary work programs: the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and for locally funded projects where Caltrans is the implementing agency.

Project Delivery Performance Measure Summary – 2nd Quarter Fiscal Year 2019-20								
Measure	Year-To-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
Project Approval, Environmental Documents								
Draft Environmental Documents Completed	29	46	63%	109	27%	108	99%	79%
Projects Approved	108	128	84%	268	40%	265	99%	90%
Right of Way: Projects Certified								
Projects Certified	101	89	113%	304	33%	301	99%	97%
Delivery: Projects Designed and Ready for Construction								
Projects Designed and Ready for Construction	74	77	96%	313	24%	307	98%	98%
Capital Value Ready for Allocation (millions)	\$1,178	\$1,063	111%	\$4,947	24%	\$4,771	96%	90%
Construction: Projects Constructed								
Projects Constructed	113	99	114%	184	61%	180	98%	88%
Closeout Costs								
State Transportation Improvement Program Costs (millions)	\$948	\$947	100.1%	NA	NA	NA	NA	95%
State Highway Operation and Protection Program Costs (millions)	\$1,141	\$1,229	92.8%	NA	NA	NA	NA	91%

Project Watch List

The Project Watch List identifies projects deemed "at risk" for budget overruns or schedule delays. Projects are continuously monitored and brought to the attention of managers and transportation stakeholders to resolve or minimize issues affecting the budget, scope, or schedule.

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, and in order to keep projects on track to award, projects that have not been included on the watch list may require supplemental funds requests between reports. While this report is intended to reflect information at the end of the reporting period, information for narratives is updated up to the time the report is published to provide the most accurate information possible. The Watch List is current as of January 30, 2020.

Budget (Supplemental Funds) and Delivery Risks

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 its annual federal obligation authority and other available transportation funding effectively. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting capital or capital outlay support (COS) budget change requests to the Commission, Caltrans thoroughly examines each request to validate costs and evaluate options. A summary of current budget risks is provided in the table below.

Summary of Potential Supplemental Funds

Budget Risk Type	Projects	Programmed Budget (millions)	Estimated Risk \$ (millions)	Potential Date
Pre-Construction – 45 of 1,070 Total Projects or 2%				
COS Supplementals	20	\$443	\$481	Within 6 months
Greater Than 120% Allocations	19	\$217	\$86	Within 6 months
Supplementals to Award	6	\$51	\$8	Within 6 months
During Construction – 31 of 731 Total Projects¹ or 4%				
COS Supplementals	11	\$137	\$34	Within 1 year
Supplementals to Complete Construction	19	\$792	\$40	Within 1 year
Partnership Projects - Local Agency Implementing Agency	1	\$45	\$25	After completion
Post-Construction – 15 of 1,048 Total Projects or 1%				
Supplementals to Closeout	14	\$305	\$22	After completion
Right of Way Adjustments	1	\$5	\$4	After completion
Total	91	\$1,995	\$700	
Total Risks Versus Active Projects: 91 of 2,790² or 3%				

¹ The total number of projects in Construction as of January 2020, HQs Division of Construction.

² 2,790 is the total number of authorized projects as of January 2020, Statewide Delivery Plan, HQs Division of Project Management.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
Pre-Construction-Delivery Delays: 58 Projects at risk of missing the FY 19/20 (and beyond) delivery years								
BUT	032	Intersection Improvements	SHOPP	6,755	Fiscal Year Delivery	High	New	The project might involve condemnation for easements and there are also utility conflicts.
VAR	VAR	District Wide Curve Warning	SHOPP	4,855	Fiscal Year Delivery	Low	New	Involves scope increase to add complete street elements to the project.
ALP	004	MOUNTAIN COUNTIES BRIDGE RAILS	SHOPP	7,580	Fiscal Year Delivery	Medium	New	The project involves Traffic Handling Plans that will not be available until March 2020, which might impact the planned 19/20 fiscal year delivery.
SJ	004	SJ Middle River Bridge Roadway Realignment	SHOPP	13,507	Fiscal Year Delivery	Medium	New	The project involves a leach field from a local restaurant that needs to be relocated as part of a RW acquisition for the highway realignment.
SJ	005	TTI SYSTEM UPGRADE	SHOPP	1,619	Fiscal Year Delivery	High	New	Per design staff, a special design for Changeable Message Sign for the proposed locations may be required, if a geotechnical study finds groundwater table as an issue. A special foundation design by DES requires a minimum of 6 months from the date of a request.
ALP	088	ALP/AMA/TUO CULVERT REHAB	SHOPP	8,079	Fiscal Year Delivery	Low	New	Involves RW condemnation.
LA	005	I-5 Pavement Rehab	SHOPP	56,880	Fiscal Year Delivery	Low	New	Due to a revised pavement inspection, the project needs to be reprogrammed from CAPM to Permanent Restoration. There is a potential risk that the project delivery may be delayed.
HUM	101	Broadway ADA	SHOPP	8,971	Fiscal Year Delivery	High	New	Design is currently utilizing overtime and engaging management on additional staffing needs. Construction staff might be utilized in design during the winter months.
SBT	156	SAN BENITO ROUTE 156 IMPVMNT	STIP	105,893	Fiscal Year Delivery	Medium	New	Delays in obtaining right of way acquisitions and utility agreements to finalize RW cert has resulted in the potential for a risk to fiscal year delivery.
SF	VAR	SF VAR ACCESS PED SIGNALS	SHOPP	8,164	Fiscal Year Delivery	High	New	PG&E requires a Non-Disclosure Agreement.
ALA	880	PATTERSON SLOUGH CREEK BRIDGE DECK REPLACEMENT	SHOPP	19,515	Fiscal Year Delivery	Low	New	PG&E requires a Non-Disclosure Agreement.
ALA	580	TMS on ALA-580	SHOPP	26,570	Fiscal Year Delivery	Low	New	PG&E requires a Non-Disclosure Agreement.
ALA	980	ATMS and PCDC Upgrade Project	SHOPP	4,794	Fiscal Year Delivery	High	New	The District 4 ATMS upgrade project is being performed under an overall HQ CATMS project with goals of ensuring Statewide consistency and providing TMC interoperability. Scope and technology requirements as pilot project are being re-evaluated by HQ Traffic and IT.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
TRI	003	Swift Creek Bridge Replacement	SHOPP	16,883	Fiscal Year Delivery	High	New	Involves a new scope regarding removal of an existing county building and leach field through a DPAC contract. There is a risk the work may be delayed and right of way certification might be pushed out a month or two.
SLO	001	Old Creek Bridge replacement	SHOPP	17,487	Fiscal Year Delivery	Medium	Same as Previous	As a result of limited space, challenging topography, and environmental concerns that conflict with utility encroachment guidance, there might not be sufficient lead time to coordinate the utility exceptions required for R/W Certification which could delay achieving R/W Cert and RTL.
SLO	001	Toro Creek Bridge replacement	SHOPP	15,554	Fiscal Year Delivery	Medium	Same as Previous	The Department has entered into a Preliminary Engineering Utility Agreement with Cayucos Sanitary District (CSD) to develop relocation plans prior to construction. Relocation requires a Coastal Development Permit and has seasonal work window restrictions within the creek. There might not be sufficient lead time to coordinate the utility exceptions required for R/W Certification which could delay achieving R/W Cert and RTL.
PLA	049	American Canyon Roundabout	SHOPP	8,919	Fiscal Year Delivery	High	New	Utility maps have been delayed due to delay in acquiring right of way entry from Railroad. Utility maps also revealed conflicts with PG&E overhead electrical lines and PG&E gas lines. Relocation plans are expected to be delayed due to PG&E public safety power shutoffs.
HUM	255	H-BAM Mitigation	STIP	17,319	Fiscal Year Delivery	Medium	New	Involves on-going negotiations with permitting agencies on mitigation site design.
HUM	036	Alton 015 Shoulder Widening	SHOPP	13,878	Fiscal Year Delivery	Very High	Increased	Involves right of way acquisition and utility relocation.
SCL	017	SCL 17 CAPM	SHOPP	63,806	Fiscal Year Delivery	Medium	New	Utility maps have been delayed due to pending non-disclosure agreement with PG&E.
SCL	101	Br. Rail Replacement/U pgrade	SHOPP	20,120	Fiscal Year Delivery	Medium	New	PG&E requires a Non-Disclosure Agreement.
SCL	VAR	SCL, VAR, Sub-Structure Rehab.	SHOPP	5,739	Fiscal Year Delivery	Medium	New	Utility maps have been delayed due to pending non-disclosure agreement with PG&E.
SON	012	12 Bridge Scour Mitigation	SHOPP	25,289	Fiscal Year Delivery	High	Increased	PG&E requires a Non-Disclosure Agreement.
SM	101	Pavement Preservation	SHOPP	25,047	Fiscal Year Delivery	Medium	New	Utility maps have been delayed due to pending non-disclosure agreement with PG&E.
ALA	080	Median Barrier & Lighting	SHOPP	22,837	Fiscal Year Delivery	Low	New	Utility maps have been delayed due to pending non-disclosure agreement with PG&E.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SB	101	Gaviota Culvert Replacement	SHOPP	12,413	Fiscal Year Delivery	Very High	Same as Previous	Design changes due to Coastal Commission requirements. Also, involves delays from permitting agencies due to Federal government shutdown in early 2019.
KER	184	Kern 184/Sunset Roundabout	SHOPP	9,050	Fiscal Year Delivery	Medium	New	Overhead utility conflict requires utility relocation. Utility bankruptcy impacting relocation efforts.
ALA	680	REHABILITATE PAVEMENT	SHOPP	142,128	Fiscal Year Delivery	High	New	Potential need to split the south bound portion of the project and combine it with a locally sponsored express lane project for delivery in FY 21/22. A time extension request is anticipated.
SON	121	WIDENING, RUMBLE STRIPS, CURVE CORRECTION	SHOPP	51,031	Fiscal Year Delivery	Very High	Increased	Project requires 24 parcel acquisitions and relocation of 93 PG&E utility poles.
SOL	084	Miner Slough	SHOPP	38,482	Fiscal Year Delivery	Very High	Same as Previous	Very High Risk due to compressed environmental lead time for U.S. Army Corps of Engineer 408 permit. A 20-month time extension to allocate is likely.
LA	605	605/Live Oak Ramps	SHOPP	7,445	Fiscal Year Delivery	High	Same as Previous	Involves right of way acquisition and utility relocation.
HUM	299	Willow Creek Widen & Rumble	SHOPP	17,278	Fiscal Year Delivery	High	New	Involves the need for topographic surveys to address environmental and design issues.
HUM	299	Widen Shoulders	SHOPP	6,560	Fiscal Year Delivery	High	New	Geotechnical studies have been delayed due to a non-responsive property owner.
ORA	133	Widening	SHOPP	8,141	Fiscal Year Delivery	High	New	Construction strategy requires purchase and exchange of right of way to satisfy environmental agreements.
ORA	133	Drainage System Restoration	SHOPP	3,283	Fiscal Year Delivery	High	New	Construction strategy requires purchase and exchange of right of way to satisfy environmental agreements.
ORA	001	PCH Laguna Beach ADA (N.)	SHOPP	8,740	Fiscal Year Delivery	High	New	Involves right of way acquisition of 68 parcels.
SBD	215	WASHINGTON BR. - SBD 215	SHOPP	34,368	Fiscal Year Delivery	Low	New	Involves right of way acquisition of 9 parcels and one property owner is contesting an acquisition.
LA	213	Storm Drain Repair	SHOPP	3,812	Fiscal Year Delivery	Low	Same as Previous	Involves temporary access challenges and coordination with the U.S. Navy.
LA	010	Install Type 60 Barrier & High Mast LED	SHOPP	32,678	Fiscal Year Delivery	Low	Same as Previous	The PAED phase took longer than expected due to challenges in defining the limits of the project scope. District plans to contract out some tasks to minimize the delay.
VEN	101	Padre Juan Rehab	SHOPP	52,250	Fiscal Year Delivery	Medium	Same as Previous	Stormwater Best Management Practices (BMPs) had to be added to the scope due to the new policies after PID was completed.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	071	EXPY to FWY (Mission to RT-60)	STIP	175,519	Fiscal Year Delivery	Medium	Same as Previous	Involves right of way acquisition risks and coordination with the LA Metro.
SJ	088	Liberty Safety Improvement	SHOPP	5,500	Fiscal Year Delivery	Medium	Same as Previous	Involves Conservation Bank easement; mitigation and bank credits need to be purchased.
HUM	200	200/299 SEPARATION	SHOPP	6,630	Fiscal Year Delivery	Medium	Same as Previous	Non-standard design features had to be added to the preferred alternative, which requires raising the overcrossing as oppose to lowering the road, which can potentially result in delivery delay.
BUT	162	Road Widening	SHOPP	22,352	Fiscal Year Delivery	Very High	New	The project has 38 parcels having high risks for right of way certification.
SBD	040	REGRADE MEDIAN	SHOPP	36,854	Fiscal Year Delivery	Low	New	Involves environmental permits (401, 404, 1602).
RIV	095	CONSTRUCT CONCRETE/RSP & REPLACE CULVERTS	SHOPP	13,122	Fiscal Year Delivery	Low	Same as Previous	Involves concurrence from Tribes and Bureau of Land Management, as well as environmental permits (401, 404, 1602).
SBD	062	CONSTRUCT CONCRETE/RSP APRONS	SHOPP	12,739	Fiscal Year Delivery	Low	Same as Previous	The project requires easements from the Bureau of Land Management and challenging environmental permits (401, 404, 1602).
SBD	060	ADD WB AUX LANE, ADD EB DECELERATION LANE	SHOPP	35,662	Fiscal Year Delivery	Medium	New	Involves environmental permits (401, 404, 408, 1602).
RIV	074	Widen Lanes, Add Shoulders & Rumble Strips	SHOPP	65,149	Fiscal Year Delivery	Low	Same as Previous	Involves environmental permits (401, 404, 1602).
SBD	038	Replace Culverts	SHOPP	10,629	Fiscal Year Delivery	Low	New	Inclement weather delayed topographic surveys and development of appraisal maps. The project requires right of way acquisition from various public agencies and private property owners. Each property has its own acquisition process and timeline, therefore right of way certification is at risk.
SBD	018	CONSTRUCT RAISE MEDIAN IN VICTORVILLE	SHOPP	13,599	Fiscal Year Delivery	Low	New	The project has 20 parcels having high risk for right of way certification.
RIV	074	RIV 74/79/371 UPGRADE TO STANDARD	SHOPP	12,880	Fiscal Year Delivery	Low	New	Involves environmental permits (401, 404, 1602).
SBD	015	REPAIR FAILED AND ERODED EARTHEN DIKE	SHOPP	4,001	Fiscal Year Delivery	Low	Same as Previous	Involves environmental permits (401, 1600, 2081).
DN	101	CRESCENT CITY ADA SHOPP	SHOPP	8,617	Fiscal Year Delivery	Low	Decreased	Project requires obtaining 82 Temporary Construction Easements and 14 Permanent Easements. If easements cannot be obtained by RTL, the District may have to go to condemnation.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
MEN	001	Mendocino Coast Two Bridges	SHOPP	2,825	Fiscal Year Delivery	Medium	Same as Previous	The risk is due to staff re-assignment to handle the immediate needs of emergency projects.
SLO	001	Piedras Blancas Offsite Mitigation Project	SHOPP	12,069	Fiscal Year Delivery	High	Same as Previous	Right-of-entry challenges might result in the need to re-negotiate with the regulatory agencies for a new location for mitigation.
BUT	099	Cottonwood Creek Bridge Replacement	SHOPP	11,964	Fiscal Year Delivery	Low	New	Involves 408 permit from the Army Corp of Engineers.
DN	101	Dr. Fine Bridge Replacement	SHOPP	10,942	Fiscal Year Delivery	High	Same as Previous	CA Fish and Wildlife requires an EIR.
Pre-Construction-COS Supplementals: 20 projects with a programmed budget of \$443M and risks between \$256M to \$481M								
ALA	084	Install Outer Separation Barriers	SHOPP	2,500	PS&E	Very High	New	Higher RW cost and PS&E efforts beyond greater than 120% due to adding 2 miles of bike lane to improve connectivity to Dumbarton Bridge Bike Path.
KER	223	Derby Street Signalization	SHOPP	775	PS&E	Very High	New	Due to design change request from the railroad and the California Public Utility Commission, the PS&E and RW expenditures are projected to overrun the allocation and the G-12 authority. The project is at 95% completion.
PLU	070	Permanent Restoration	SHOPP	1,333	PA&ED	Very High	New	Additional studies and geotechnical drilling are needed that might result in increases beyond the G-12 capacity.
LA	022	Cold Plane and AC Overlay	SHOPP	12	Right of Way Support	Low	New	During PAED, it was discovered that Construction Easement will be required and additional utility lines will need to be potholed, which will require additional Right of Way Support. A request for the full G-12 amount will be submitted. Since the request will exhaust the full G-12 amount, if additional funding is needed in the future, District will process a supplemental funds request.
IMP	VAR	IMP BRIDGE STRUCTURE REHAB	SHOPP	200	PA&ED	Very High	New	Work for 2 of the 6 bridges was originally planned to be done from the bridge deck. Will need additional support for the 0 and 1 phases and likely the 4 phase.
IMP	008	11-IMP-008-BRIDGE PRESERVATION	SHOPP	403,000	PA&ED	Very High	New	Additional work to clear bridge construction footprint is needed. Original concept was to complete bridge work from the deck only. This additional work will likely exhaust the G-12 capacity.
MEN	020	Bridge Replacements	SHOPP	2,087	PA&ED	Very High	New	As a result of the early delays in the project and the need for keeping the project RTL within the 20/21 FY, early design work may need to be performed, which may result in the need for supplemental funds in the 0 phase.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SB	101	Gaviota Rest Area Water Systems Upgrade	SHOPP	1,060	PS&E	High	New	PS&E Support was voted at \$1,684K. The current budget is \$2,052K after using the G-12 Authority. The project was advertised on Sept 9, 2019. The responsive low bidder was \$5,675,054 which was 61% higher than the EE; the project may need to be re-advertised.
VAR	101	Monterey-San Benito Co Roadside Safety Improvements	SHOPP	1,216	PS&E	Very High	New	During PS&E more detailed right of way information/constraints were identified that required modifications to the project locations and resulted in the need to re-design/modify several locations, resulting in costs above the G-12 and higher than 120%.
SB	101	Refugio Bridge Replacement	SHOPP	2,200	PA&ED	Very High	New	Environmental impacts are greater than anticipated and requires a higher level environmental document. The higher level environmental document requires additional time for Notice of Preparation, coordination between State and Federal agencies, and public hearings. Fish passage was also added to the project due to SB 857. Risks were identified in risk register and have now been
SIS	VAR	Yreka Rehab	SHOPP	1,830	PA&ED	High	Increased	Changing to the CMGC project delivery process delayed the project and created cost increases in the form of fees and additional staff resources.
SBD	215	WASHINGTON BR.	SHOPP	864	Right of Way Support	Low	New	Involves right of way acquisition of 9 parcels and one property owner is contesting an acquisition.
HUM	036	Carlotta Curve Improvement	SHOPP	910	PA&ED	Very High	Increased	Due to several unanticipated changes during preliminary design including the addition of a retaining wall to the scope of work.
SJ	005	STOCKTON CHANNEL VIADUCT BRIDGE REHAB	SHOPP	4,169	PA&ED	Medium	Same as Previous	A geological investigation revealed the need for additional drilling and testing to ensure stability of the design. This work was not anticipated or budgeted when the project was programmed.
SJ	099	VICTOR ONRAMP	SHOPP	2,050	PS&E	High	Same as Previous	Additional work was identified on Lockeford St and Victor Rd to adjust the grade of the streets which resulted in additional PS&E efforts to coordinate utility relocation of PG&E, AT&T, and City of Lodi water lines.
LA	091	Seismic Retrofit	SHOPP	150	Right of Way Support	Medium	Same as Previous	Involves access easement and needs Construction/Maintenance Agreement with railroad.
CAL	004	Bridge Replacement	SHOPP	866	PA&ED	Low	Same as Previous	Involves additional geotechnical drilling services and environmental studies to accommodate the design flow under the bridge.
STA	005	WESTLEY REST AREA REHAB	SHOPP	4,001	PS&E	Medium	Same as Previous	Design strategy change, the water/wastewater project is now a standalone project and requires a complete design of electrical and mechanical work.
SD	075	CORONADO BRIDGE-PIERS	SHOPP	2,823	PA&ED	Very High	Increased	The project involves a seismic retrofit study that currently projects a \$2M increase in the total funding needs.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
DN	101	Dr. Fine Bridge Replacement	SHOPP	10,942	PA&ED	High	Same as Previous	Involves three challenging alternatives that are being evaluated regarding the Environmental Document.
Pre-Construction-Greater Than 120% Allocation: 19 projects with a programmed budget of \$217M and risks between \$30M to \$86M								
ALA	084	Install Outer Separation Barriers	SHOPP	15,560	Construction Capital	Very High	New	Higher RW costs and PS&E efforts beyond the G-12 capacity due to adding 2 miles of bike lane to improve connectivity to Dumbarton Bridge Bike Path.
VAR	VAR	TMS Detection Repair	SHOPP	465	Construction Support	Very High	New	Due to an increase in the working days for this project, additional inspection that was unplanned for during work plan development may occur, resulting in greater than 120% of programmed construction support costs being needed at Fund Allocation.
MPA	140	Ferguson Slide Rock Shed Construction	SHOPP	5,500	PS&E	Very High	New	The project involves CMGC contract with unexpected PS&E challenges. As of December 2019, it had a balance of \$40,000 and an additional \$2.8 million was pulled from PS&E support leaving \$2.7 million, of which \$1.1 has been spent. There is \$750,000 available in G12. Any expenditures beyond this will require a Supplemental Funds Request for PS&E.
VAR	VAR	TMS Detection Repair	SHOPP	3,200	Construction Capital	High	New	During 95% review, the BEES for line items of Traffic Control System and Mobilization were identified as potential areas of risk for this multi-county multi-route project. Recent projects that were similar have had higher bids for these line items. Currently, the estimate is at 118% of the programmed amount and should these other items be revised upward, this will push our estimates into a greater than 120% need.
SIS	VAR	Yreka Rehab	SHOPP	2,200	PS&E	High	New	New information regarding utilities, R/W impacts, drainage concerns, ADA facilities, as well as other miscellaneous project challenges have potential to require additional unanticipated support efforts during PS&E.
SCL	009	Saratoga Bridge Project	SHOPP	1,526	Construction Support	High	New	Complexity of the proposed construction has greatly increased with a new alternative developed during PA&ED, beyond the G-12 capacity.
SCL	009	Saratoga Bridge Project	SHOPP	18,447	Construction Capital	High	New	Due to revisions to the preferred alternative, the construction capital cost will likely go beyond the G-12 capacity.
HUM	101	E/A RTIP 101 Corridor	STIP	34,114	Construction Capital	Very High	New	Geotechnical drilling results at the project site revealed that soils were extremely soft at depth, which requires a new design/construction scenario resulting in increased capital construction cost that might be beyond the G-12 capacity.
DN	101	Hunter/Panther Creek Bridge Replacement	SHOPP	17,690	Construction Capital	Very High	New	Challenging site conditions and complex design.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
RIV	074	RIV 74/79/371 UPGRADE TO STANDARD BRIDGE RAIL	SHOPP	6,245	Construction Capital	Low	Increased	Cost increase in construction capital is due to increase in structures estimate.
SCR	VAR	Pasatiempo II	SHOPP	5,811	Construction Capital	High	New	Structure Design changes associated with updated geotechnical recommendations, retaining wall length, and aesthetic treatment have increased construction capital cost that will be likely beyond the G-12 capacity.
SF	101	LOMBARD CAPM	SHOPP	3,495	Construction Capital	Very High	Same as Previous	The project was delivered in June 2018. Due to a scheduling conflict with a City of San Francisco project, the CTC approved a 20-month allocation time extension. Cost increase greater than 120% reflects additional ADA ramps, escalation and recent bid results.
SB	101	North Santa Barbara County Roadside Safety	SHOPP	2,878	Construction Capital	Very High	Increased	Scope increase to address a safety concern for maintenance workers.
SOL	080	SR-12W EB to I-80 EB Connector Package 2A	STIP	50,300	Construction Capital	High	Same as Previous	Multi-funded CMGC project with SB1 funds. Solano Transportation Agency (STA) is expected to implement measures to fund a minimum of \$5 million toward the increases using the MTC Regional Measure Toll Funds.
SJ	005	Install Midwest Guardrail System	SHOPP	1,138	PS&E	High	New	Construction capital costs increased due to recent bidding environment, additional construction safety requirements, and unanticipated reconstruction of eroded shoulders.
LA	014	Drainage Culvert	SHOPP	2,719	Construction Capital	Very High	Increased	Unanticipated site conditions require a change in the design strategy. Culverts will be changed from steel to reinforced concrete to avoid potential fire damage.
SBD	215	WASHINGTON BR.	SHOPP	20,606	Construction Capital	Low	New	Bids are expected to be higher than anticipated due to current market prices for structures items. Design changes have already been made to reduce construction costs.
SOL	080	Sol-80/29 Separation	SHOPP	12,300	Construction Capital	Very High	Increased	This project is part of the accelerated bridge program, cost increase is due updated quantities for AC, drainage, flood control and staging plan for constructability.
SJ	099	VICTOR ONRAMP	SHOPP	13,000	Construction Capital	Medium	Same as Previous	Cost increases are due to increases in structures items, utility relocation, and added sign structure work.
Pre-Construction-Supplementals to Award: 6 projects with a programmed budget of \$51M and risks between \$4M to \$8M								
SJ	005	AMA/MER/SJ/MPA/SCL/SBT TMS ELEMENT UPGRADES	SHOPP	3,342	Construction Capital	Very High	New	The low Bidder was 41% over the engineer's estimate. From 12 plan holders, only 2 bid on the project. Those who did not bid cited that they had enough work. This is a TMS elements project. These types of projects involve spread out locations and bidders are factoring low production rates, travel, and time into the unit costs.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
STA	005	WESTLEY REST AREA REHAB	SHOPP	4,001	Construction Capital	Low	New	The low bid was higher than the allocation by 15.47% and G-12 construction capital is utilized in order to award the contract. It is anticipated that a supplemental fund request may occur in the later part of the construction phase. A request for Supplemental Funds for construction capital might be requested in December 2020.
LA	110	TMS Installations	SHOPP	29,000	Construction Capital	Very High	Same as Previous	Bids came higher than the Engineer's estimate. District plans to request for supplemental funds to award.
SB	101	Gaviota Rest Area Water Systems Upgrade	SHOPP	3,440	Construction Capital	Very High	New	\$3,853K in Construction Capital was allocated in August 2019 under the Roadside Safety Improvement Program. The project was advertised on September 6, 2019 and three bids were opened on October 16, 2019. The apparent lowest bid, \$4,333,698, was 23% higher than the Engineer's Estimate (EE).
FRE	180	Kings Canyon Bridge Rail	SHOPP	3,153	Construction Capital	Very High	New	The lowest bidder was significantly over the engineer's estimate. Upgrades to the structures are critical; therefore, it is recommended to award the project.
MRN	101	Bridge replacement San Rafael harbor creek	SHOPP	8,546	Construction Capital	Medium	Increased	Supplemental fund request to re-advertise was approved in the June 2019 CTC meeting. A second supplemental request may be needed if the low bid is higher than the revised engineer's estimate.
During Construction-COS Supplementals: 11 projects with a programmed budget of \$137M and risks between \$24M to \$34M								
MEN	101	Peregrine Slides	SHOPP	3,470	Construction Support	Medium	New	Because of the wall design issues and because of the need to test the soil more frequently for Naturally Occurring Asbestos and the additional efforts to address the existing unstable road section, there is a potential for supplemental construction funding above the G12 capacity.
STA	VAR	ADA IMPROVEMENT	SHOPP	580	Construction Support	Medium	New	Supplemental funds for construction support might be needed to allow staff to continue working until construction is complete. The project was awarded in Nov 2018 and it was in winter suspension until May 2019.
MEN	101	Wetland & Riparian Mitigation	STIP	22,278	Construction Support	Very High	New	Involves higher than anticipated wetland monitoring requirements.
PLU	070	Yellow Creek Bridge	SHOPP	2,398	Construction Support	Medium	Same as Previous	Contractor has fallen behind schedule and needs additional time to finish construction; therefore, additional resources are needed. Trying to manage within G-12 authority.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
TRI	036	Ditch Gulch Curve Improvement	SHOPP	1,995	Construction Support	Very High	Increased	Unanticipated ground water was encountered during excavation for foundation work. As a result, additional excavation was needed to stabilize the work site. The excavation revealed that site conditions differ from geotechnical reports. The design needs to be modified to account for changes in site conditions.
LA	210	Pavement & Roadway Rehab	SHOPP	17,173	Construction Support	Medium	Same as Previous	Involves scope increase due to discovery of additional damaged slabs in lanes 1 and 2 of both directions of the 210 freeway within the project limit.
LA	405	5 ITS upgrade	SHOPP	1,476	Construction Support	Low	Same as Previous	During construction, the deterioration of the existing communication conduits was determined to be in severely worse condition than what was anticipated in design stage, which requires additional repair. Furthermore, there are also issues with compatibility between the present communication system and the new fiber optic cable communication system, which require immediate remedy. As a result, support cost has increased.
LA	001	1 amber alert	SHOPP	1,480	Construction Support	Low	Same as Previous	Involves additional unanticipated equipment testing.
ALP	VAR	ALP, CAL, AMA TREE PRUNING	SHOPP	2,800	Construction Support	Low	Decreased	Involves biological/cultural surveys and biological/cultural and Native American monitoring tasks.
KER	058	Gap Closure Rehab	SHOPP	4,055	Construction Support	Low	New	Due to multiple projects in the area, lane closures may have to be restricted resulting in potential increases to contract duration and support costs.
LA	047	Schuyler Heim Bridge Replacement	SHOPP MAJOR	79,000	Construction Support	Low	Same as Previous	Supplemental funds were approved at the March 2016 CTC meeting with 50% confidence.
During Construction-Supplementals to Complete Construction: 19 projects with a programmed budget of \$792M and risks between \$15M to \$40M								
LA	005	Roadside Rehab.	SHOPP	876	Construction Capital	Low	Same as Previous	Due to unforeseen missing wirings in vandalized cabinets, a request for G-12 (Capital) has been requested to complete construction. Since the request exhausted the full G-12 amount, if additional funding is needed in the future, District will process a supplemental funds request.
ALA	880	Roadway Rehabilitation Project	SHOPP	8,000	Construction Capital	High	New	Additional work due to unanticipated site conditions, construction and safety improvements, and modifications to stage construction.
LA	210	Pavement & Roadway Rehab	SHOPP	116,050	Construction Capital	High	New	Project was delayed due to coordination for local events at the Rose Bowl and the permit process with the City of Pasadena. In addition, the scope of work has also been increased due to discovery of additional damaged slabs in lanes 1 and 2 of both directions of the 210 freeway within the project limit.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	001	Malibu Roadway Stabilization	SHOPP	10,432	Construction Capital	Low	Decreased	Construction claims.
TUL	099	TULARE WORKER SAFETY IMPROVEMENT	SHOPP	2,700	Construction Capital	Medium	New	G-12 authority was used to award the project. If unexpected issues arise during construction, there may be a need for supplemental funds.
VAR	005	Coalinga SRRA Water & Wastewater Upgrade	SHOPP	4,350	Construction Capital	Low	New	G-12 authority was used to award the project. If unexpected issues arise during construction, there may be a need for supplemental funds.
TRI	036	Ditch Gulch Curve Improvement	SHOPP	9,958	Construction Capital	Very High	Increased	Unanticipated high ground water encountered during excavation of pier 2 foundation resulted in increased excavation to provide a safe working environment which ultimately exposed sheared layers of serpentinite that was greater than those found in the soil borings. Options being considered are a re-design of the Geosynthetic Reinforced Embankment and modifications to the bridge structure to allow completion of the project which will likely result in increases above the G-12 capacity.
SJ	099	RIPON BRIDGE REHAB	SHOPP	8,507	Construction Capital	High	New	Majority of the G-12 allocation was used to award the project which came in at 7.8% over the engineer's estimate. The project was delayed due to high water flows in Stanislaus River from a wet winter and getting railroad approval by the contractor. As a result of this delay, another construction season is needed.
SJ	120	MVP & ROADSIDE PAVING	SHOPP	3,491	Construction Capital	Low	New	Contract will be awarded with partial G-12 funds. Additional funds might be needed, if there are unexpected overruns that exceed the contingency.
HUM	101	Redcrest CAPM	SHOPP	14,515	Construction Capital	Very High	Increased	There was only one bidder for this contract and the bid was 15.33% higher than the engineer's estimate. G-12 was utilized to award. Additional funds might be needed, if there are unexpected overruns that exceed the contingency.
SJ	205	SR205 MVP & ROADSIDE PAVING	SHOPP	4,003	Construction Capital	Low	Same as Previous	Contract was awarded with all G-12 funds and reduced supplemental and state furnished items. Additional funds may be needed, if there are unexpected overruns that exceed the contingency.
STA	099	SJ and STA Ramp Metering	SHOPP	13,504	Construction Capital	Low	Decreased	G-12 was used to award the project to the lowest bidder. Additional funds may be needed, if there are unexpected overruns that exceed the contingency.
TUL	201	Bridge Widening	SHOPP	9,371	Construction Capital	High	New	All of the G-12 amount was used to award the project. There is a risk that an issue may arise in construction that could exhaust the contingency balance which would require a supplemental request. One potential issue involves work on the Friant Kern Canal. The work window has become very restrictive and has been pushed back one year.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
MEN	101	Peregrine Slides	SHOPP	13,762	Construction Capital	Very High	Increased	The wall at PM 5.30 could not be built in one season and had complicated geotechnical issues that delayed the project and required revisions. There is potential to exceed the G-12 capacity.
NEV	080	Near Truckee, Relocate Floriston Sand House	SHOPP	2,478	Construction Capital	Medium	New	Involves construction claim disputes regarding "Buy America" steel.
TUO	108	INTERSECTION IMPROVEMENT	SHOPP	3,270	Construction Capital	Medium	Same as Previous	Contract was awarded with all G-12 funds and contingency is marginally thin. Any discovery of major unforeseen issues could require additional funds to complete the project.
KER	119	119/43 Roundabout	SHOPP	4,200	Construction Capital	Low	New	Potential claims involve the possibility of the utility relocation conflicts and endangered species may be encountered during construction.
LA	047	Schuyler Heim Bridge Replacement	SHOPP	428,421	Construction Capital	Low	Same as Previous	Additional funds may be needed base on the latest Risk Management and Exposure Report.
SHA	005	Antlers Br Replacement	SHOPP	134,150	Construction Capital	High	Same as Previous	Construction claims.
During Construction-Partnership Projects-Local Agency Implementing Agency: 1 project component with a programmed budget of \$45M and risks between \$19M to \$25M								
LA	710	Gerald Desmond Bridge	SHOPP	45,000	Construction Support	Low	Same as Previous	Additional support needed for increased working days.
Post-Construction-Supplementals to Closeout: 14 projects with a programmed budget of \$305M and risks between \$5M to \$22M								
MNO	395	Crestview Maintenance Station	SHOPP	24,412	Construction Capital	Medium	New	Construction Claims.
SB	001	Las Cruces CAPM	SHOPP	14,229	Construction Capital	Medium	New	Involves arbitration.
SIS	005	Dunsmuir CVEF	SHOPP	4,700	Construction Capital	Medium	New	Construction claims.
AMA	088	SILVER LAKE CAMPGROUND CAPM	SHOPP	3,625	Construction Capital	Medium	Same as Previous	Construction claims.
AMA	088	CAPM	SHOPP	6,810	Construction Capital	Medium	Same as Previous	Construction claims.
SJ	099	Installation of fiber optic cable in Arch Road Interchange	SHOPP	3,490	Construction Capital	Medium	Same as Previous	Construction Claims.
SAC	080	Across the Top	Bond	104,588	Construction Capital	High	New	Construction Claims.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SJ	004	CROSSTOWN RAMP EXTENSION	Bond	67,084	Construction Capital	High	Decreased	Utility Relocation issues, claims, and arbitration are expected.
MON	VAR	Roadside Safety improvements, MON County	SHOPP	2,209	Construction Capital	Medium	Same as Previous	Construction Claims.
SJ	005	NORTH I-5 REHAB	SHOPP	53,056	Construction Capital	Medium	Same as Previous	Construction Claims.
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	8,248	Right of Way Support	Very High	Same as Previous	Involves Dispose of excess parcels.
SJ	099	6-LANE WIDENING	BOND	20,000	Construction Support	Very High	Same as Previous	Construction Claims.
SJ	004	CROSSTOWN RAMP EXTENSION	Bond	12,200	Construction Support	Very High	Same as Previous	Construction Claims
LA	018	Replace bridge deck LA-18	SHOPP	2,557	Construction Capital	High	Same as Previous	Repairs to damaged local road caused by traffic detour.
Post Construction: Right of Way Adjustment: 1 project with programmed budget of \$5M and risks between \$0.1M to \$4M								
SB	101	Linden & Casitas Pass Interchanges	STIP	5,394	Right of Way Capital	High	Same as Previous	Involves utility companies and locals' share adjustments.

Project Delivery Milestone Performance Report

Project Approval, Environmental Documents

Draft Environmental Documents Completed Summary

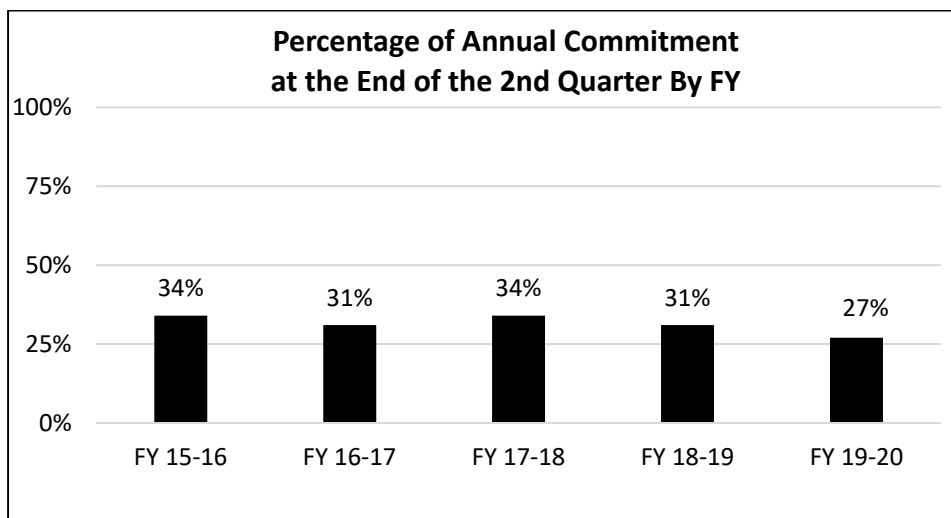
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2019-20, Caltrans committed to deliver 109 draft environmental documents. Through the end of the second quarter, fiscal year 2019-20, Caltrans completed a total of 29, or 27 percent of the annual commitment.

Measure: Draft Environmental Documents Completed – 2nd Quarter FY 2019-20

Fiscal Year 2019-20

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
29	46	63%	109	27%	108	99%	79%



Project Approval Summary

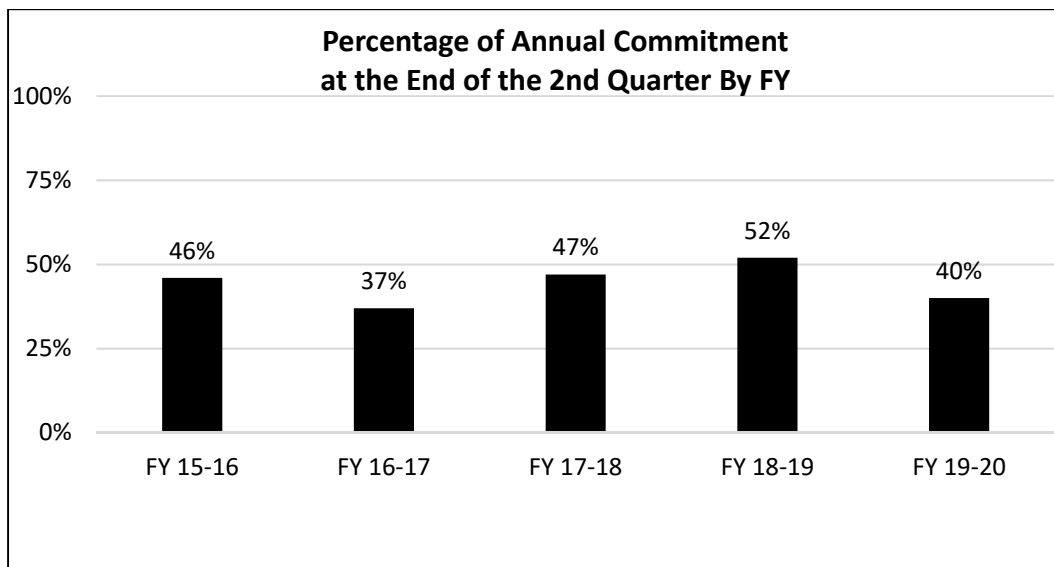
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative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

In fiscal year 2019-20, Caltrans committed to deliver 268 project approvals and environmental documents. Through the end of the second quarter, fiscal year 2019-20, Caltrans approved a total of 108, or 40 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 2nd Quarter FY 2019-20

Fiscal Year 2019-20

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
108	128	84%	268	40%	265	99%	90%



Right of Way: Projects Certified

Projects Certifications Summary

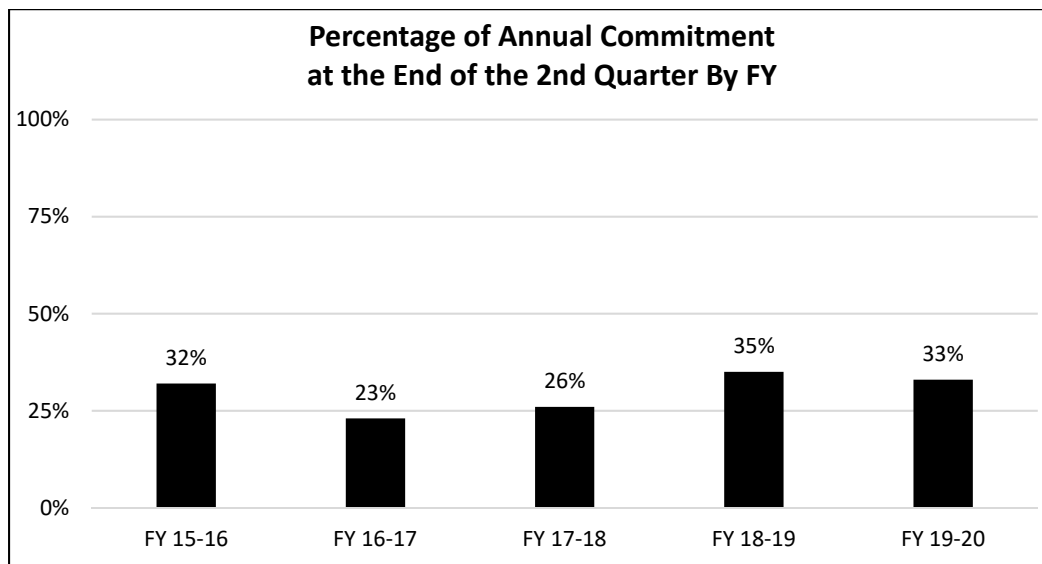
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2019-20, Caltrans committed to certify right of way for 304 projects. Through the end of the second quarter, fiscal year 2019-20, Caltrans certified a total of 101 projects, or 33 percent of the annual commitment.

Measure: Projects Certified – 2nd Quarter Fiscal Year 2019-20

Fiscal Year 2019-20

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
101	89	113%	304	33%	301	99%	97%



Delivery: Projects Designed and Ready for Construction

Contract for Delivery Summary

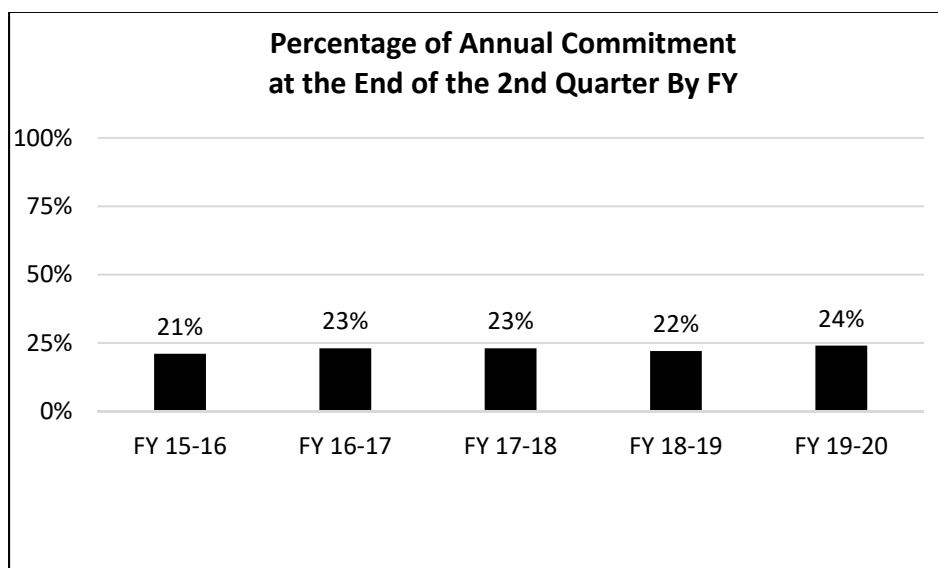
Each year, the Caltrans Director signs a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates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

In fiscal year 2019-20, Caltrans committed in the Contract for Delivery to deliver 313 projects ready for construction, valued at \$4.95 billion. Through the end of the second quarter, Caltrans delivered 74 projects, or 24 percent of the annual commitment, with an estimated value of \$1.18 billion.

Measure: Projects Designed and Ready for Construction – 2nd Quarter FY 2019-20

Fiscal Year 2019-20 Contract for Delivery

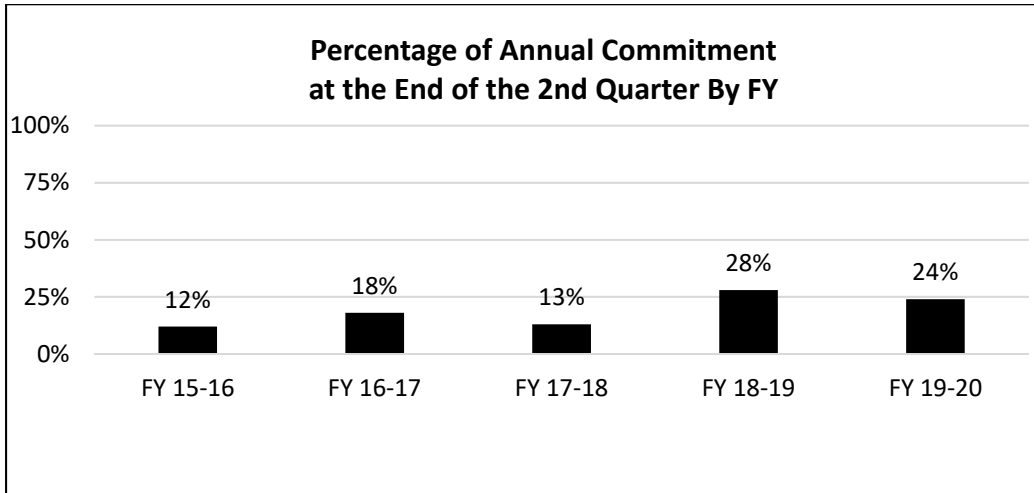
Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
74	77	96%	313	24%	307	98%	98%



Measure: Contract Value Delivered – 2nd Quarter Fiscal Year 2019-20

Fiscal Year 2019-20 Contract for Delivery (millions)

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
\$1,178	\$1,063	111%	\$4,947	24%	\$4,771	96%	90%



Construction: Projects Constructed

Projects Constructed Summary

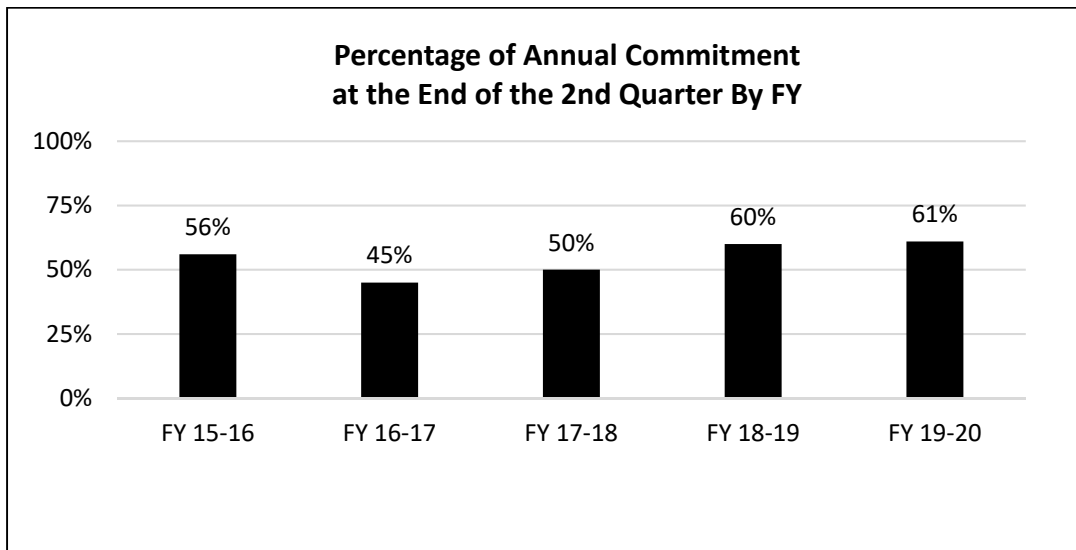
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor’s work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

In fiscal year 2019-20, Caltrans committed to complete construction of 184 projects. Through the end of the second quarter, fiscal year 2019-20, Caltrans has completed 113, or 61 percent of the annual commitment.

Measure: Projects Constructed – 2nd Quarter Fiscal Year 2019-20

Fiscal Year 2019-20

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
113	99	114%	184	61%	180	98%	88%



STIP and SHOPP Closeout Costs

Closeout Costs Summary

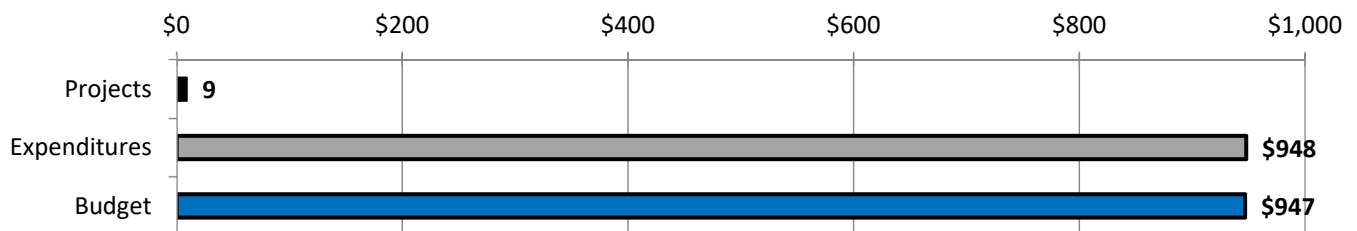
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted (completed) two quarters ago.

- *Through the end of the second quarter, fiscal year 2019-20, Caltrans has closed out 9 State Transportation Improvement Program projects. The final approved budget for these projects was \$947 million. The actual cost to complete these projects was \$948 million, or 100.1 percent of the final approved budget.*
- *Through the end of the second quarter, fiscal year 2019-20, Caltrans has closed out 115 State Highway Operation and Protection Program projects. The final approved budget for these projects was \$1,229 million. The actual cost to complete these projects was \$1,141 million, or 92.8 percent of the final approved budget.*

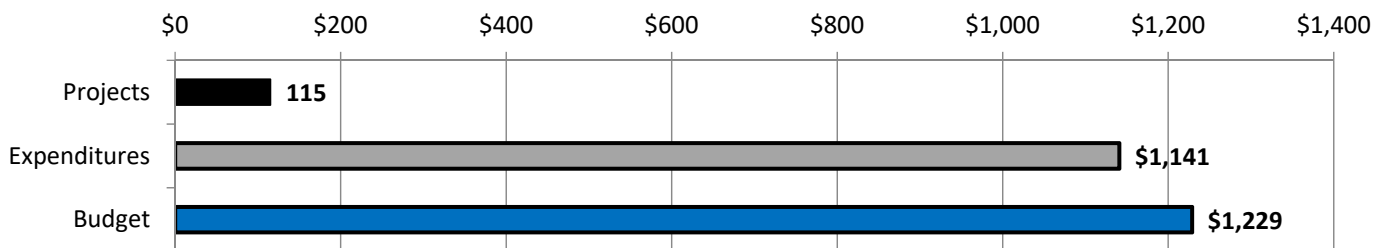
Measure: Program Costs – 2nd Quarter Fiscal Year 2019-20

Program	Budget (millions)	Expended (millions)	Savings (millions)	Percent Expended	Last Five Fiscal Year Average
STIP	\$947	\$948	-\$1	100.1%	95%
SHOPP	\$1,229	\$1,141	\$88	92.8%	91%

State Transportation Improvement Program Closeout – Program Costs (millions)



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



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

SHOPP

Pursuant to Sections 51(b) through (d) of the adopted SHOPP Guidelines (June 2019, Reference No. 4.12), and consistent with the California Transportation Commission’s action in October 2017 (Tab 80, Reference No. 4.7), Appendices B1 and B2 of this quarterly report provide the following:

- A summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of \$50 million or greater or a total SHOPP programmed amount (in right-of-way and/or construction) of \$15 million or greater.
- An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than \$50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than \$15 million.

STIP

As required by Government Code 14525.6, the table below provides a comparison between the Commission's initial allocation, final approved state only costs and expended costs for STIP projects that completed construction in the second quarter of Fiscal Year 2019-20. 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 table below is generated from the projects listed in Appendix A of this report. Construction costs are calculated six months after the end of construction.

STIP Program Closeout – Construction Costs (\$1,000s)

Program	Construction Support ¹			Construction Capital		
	Initial Allocation	Final Approved Budget ²	Expended	Initial Allocation	Final Approved Budget ²	Expended
STIP	20,478	22,504	20,943	111,882	111,552	111,408
CMAQ	1,390	1,390	1,390	13,694	13,694	13,694
SHOPP³				6,000	6,000	6,000
OTHER⁴	40,392	43,793	43,785	482,850	603,389	587,771

¹ 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.

² Final Approved Budget, excluding right-of-way capital, is the sum of all approved Commission allocations plus delegated G-12 adjustments.

³ SHOPP funds on STIP and SHOPP projects combined contracts.

⁴ OTHER includes Locally Generated (i.e., measure funds...) and Federal Discretionary funds.

Appendix

- (A) Caltrans Fiscal Year 19-20 State Transportation Improvement Program Project Closeout. Construction costs are calculated six months after the end of construction.

- (B) Caltrans Fiscal Year 2019-20 State Highway Operation and Protection Program Project Closeout. Construction costs are calculated six months after the end of construction.
 - (B1) A summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of \$50 million or greater or a total SHOPP programmed amount (in right-of-way and/or construction) of \$15 million or greater.

 - (B2) An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than \$50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than \$15 million.

- (C) Caltrans Fiscal Year 2019-20 Capital Outlay Support G-12 Request Summary.

- (D) Caltrans Second Quarter, Fiscal Year 2019-20 Watch List: Retired Risks.

- (E) Construction Capital Closeout Summary.

**(A) Caltrans Fiscal Year 2019-20
State Transportation Improvement Program¹
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	Years Early, Delayed, or On-time
1st Quarter													
ORA	5	I-5 HOV Segment 3	\$ 13,663	\$ 13,663	\$ 12,510	\$ 50,228	\$ 47,432	\$ 63,891	\$ 59,942	12/13	12/13	0	On Time
KIN	198	19th Ave Landscape	\$ 102	\$ 121	\$ 268	\$ 824	\$ 752	\$ 945	\$ 1,021	13/14	13/14	0	On Time
TUL	99	Betty Drive Interchange	\$ 11,200	\$ 10,720	\$ 15,999	\$ 52,488	\$ 46,446	\$ 63,208	\$ 62,446	16/17	16/17	0	On Time
SF	101	Presidio Parkway P3	\$ 86,259	\$ 86,259	\$ 86,152	\$ 511,742	\$ 539,613	\$ 598,001	\$ 625,765	12/13	11/12	1	Early
2nd Quarter													
VEN	101	101/23improvement	-	\$ 12,197	\$ 13,085	\$ 33,856	\$ 31,482	\$ 46,053	\$ 44,567	12/13	12/13	0	On Time
ORA	5	12-0F96A I-5 HOV Segment 1 at Pico	-	\$ 15,677	\$ 11,211	\$ 68,773	\$ 52,931	\$ 84,450	\$ 64,143	13/14	13/14	0	On Time
VAR	24	Caldecott Landscape Mitigation	-	\$ 1,510	\$ 1,169	\$ 2,725	\$ 2,188	\$ 4,235	\$ 3,357	13/14	13/14	0	On Time
SLO	46	Whitley 2B	-	\$ 17,700	\$ 17,937	\$ 56,743	\$ 58,180	\$ 74,443	\$ 76,117	15/16	15/16	0	On Time
MEN	101	Relinquishment of Old 101	-	\$ 4,656	\$ 4,339	\$ 7,385	\$ 6,510	\$ 12,041	\$ 10,849	15/16	17/18	-2	Delayed
Totals				\$ 162,503	\$ 162,671	\$ 784,763	\$ 785,535	\$ 947,266	\$ 948,206				

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. Capital Budget consists of Construction and Right of Way Capital.

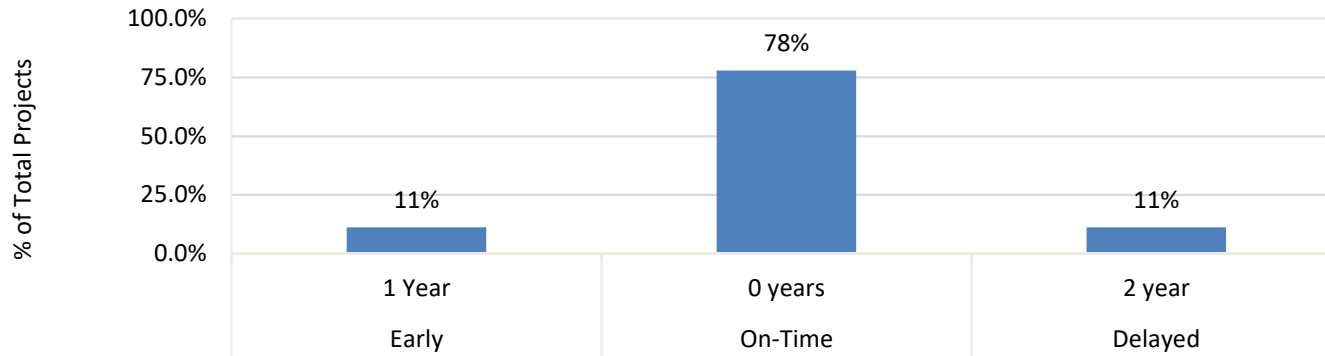
³ New project in 2014 Program Document or later. Prior to 2014, the original capital project support budget was calculated on a statewide basis and was not specific to each project component; no data was generated for each project support phase.

**(A) Caltrans Fiscal Year 2019-20
State Transportation Improvement Program
Project Closeout**

FY 19-20 STIP Closeout Delivery Year Summary

	Early	On-Time	Delayed
	1 Year	0 years	2 years
Number of Projects	1	7	1
Approved Capital Budget (\$1,000's)	\$ 511,742	\$ 265,636	\$ 7,385

Distribution of FY 19-20 STIP Closeout Delivery Year Summary



(B) Caltrans Fiscal Year 2019-20
State Highway Operation and Protection
Program Project Closeout

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	Delivery Year			Construction Output ²			
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs		Original	Actual	Years Early, Delayed, or On-time	Original	Actual ³	Primary Unit	
SHA 005 Antlers Br Replacement	-	\$ 25,689	\$ 47,222	\$ 135,620	\$ 116,245	\$ 161,309	\$ 163,467	No	08/09	08/09	0	On Time	1	1	Bridge(s)
PLU 147 Hamilton Branch Bridge Replacement	\$ 5,232	\$ 5,232	\$ 4,549	\$ 6,759	\$ 6,401	\$ 11,991	\$ 10,950	Yes	14/15	15/16	(1)	Delayed	1	1	Bridge(s)
SHA 299 Johnson Park 3R	\$ 2,180	\$ 2,753	\$ 2,871	\$ 8,006	\$ 7,730	\$ 10,759	\$ 10,601	Yes	17/18	17/18	0	On Time	6	6	Lane mile(s)
SIS 005 Klamathon Fire Restoration	\$ 420	\$ 420	\$ 315	\$ 1,320	\$ 970	\$ 1,740	\$ 1,285	Yes	18/19	18/19	0	On Time	1	1	Location(s)
SHA 044 Stillwater Operational Improvement Project	\$ 1,900	\$ 4,130	\$ 3,754	\$ 6,975	\$ 6,252	\$ 11,105	\$ 10,006	Yes	16/17	16/17	0	On Time	16	16	1000 Veh HR/Year
SIS 005 Dunsmuir CVEF	\$ 2,691	\$ 2,691	\$ 4,165	\$ 6,725	\$ 6,629	\$ 9,416	\$ 10,794	No	14/15	15/16	(1)	Delayed	1	1	Location(s)
PLU 070 Twain Sinkhole	\$ 100	\$ 100	\$ 50	\$ 400	\$ 225	\$ 500	\$ 276	Yes	18/19	18/19	0	On Time	0	1	Location(s)
ED 050 Hazard Tree Removal	\$ 305	\$ 305	\$ 693	\$ 3,300	\$ 2,875	\$ 3,605	\$ 3,568	Yes	15/16	15/16	0	On Time	1	1	Location(s)
SAC 005 The WIM station on Sac-5	\$ 475	\$ 835	\$ 731	\$ 1,990	\$ 1,675	\$ 2,825	\$ 2,406	Yes	17/18	17/18	0	On Time	1	1	Location(s)
YOL 005 Yol Curb Ramp Upgrades	\$ 280	\$ 450	\$ 583	\$ 424	\$ 360	\$ 874	\$ 944	No	18/19	18/19	0	On Time	23	8	Curb ramps
ALA 123 Nickname Required	\$ 1,600	\$ 1,600	\$ 1,843	\$ 5,850	\$ 3,180	\$ 7,450	\$ 5,024	Yes	16/17	16/17	0	On Time	1	1	Location(s)
SOL 080 Midway and Meridian OC	\$ 4,560	\$ 4,560	\$ 5,638	\$ 7,521	\$ 5,722	\$ 12,081	\$ 11,359	Yes	15/16	15/16	0	On Time	2	2	Bridge(s)
SON 101 Roadway Rehab Windsor to Geyserville	\$ 13,550	\$ 13,550	\$ 13,947	\$ 60,046	\$ 58,418	\$ 73,596	\$ 72,366	Yes	15/16	15/16	0	On Time	14	55.4	Lane mile(s)
ALA 013 Nickname Required	\$ 2,980	\$ 2,980	\$ 2,174	\$ 6,350	\$ 5,880	\$ 9,330	\$ 8,054	Yes	16/17	16/17	0	On Time	1	1	Location(s)
SCL 280 SCL 280 - Striping/Signing at Page Mill	\$ 454	\$ 454	\$ 829	\$ 776	\$ 639	\$ 1,230	\$ 1,467	No	16/17	16/17	0	On Time	18	18	Collision(s) reduced
MRN 001 MRN ct line rumble	\$ 3,350	\$ 3,350	\$ 3,362	\$ 3,883	\$ 2,355	\$ 7,233	\$ 5,717	Yes	15/16	16/17	(1)	Delayed	83	60	Collision(s) reduced
SM 001 CAPM	\$ 2,800	\$ 3,700	\$ 3,893	\$ 14,501	\$ 13,710	\$ 18,201	\$ 17,603	Yes	16/17	16/17	0	On Time	41	35.5	Lane mile(s)
ALA 680 Ala-680 Ramp Metering (Phase 2A)	\$ 2,850	\$ 2,850	\$ 4,343	\$ 13,833	\$ 11,635	\$ 16,683	\$ 15,978	Yes	16/17	16/17	0	On Time	22	18	Field element(s)
ALA VAR LA/CC Wire Theft Restoration/Prevention	\$ 1,600	\$ 1,600	\$ 1,880	\$ -	\$ 5,796	\$ 1,600	\$ 7,677	No	15/16	15/16	0	On Time	20	60	Location(s)
SB 101 Goleta to Gaviota Roadside Safety Improvements	\$ 1,080	\$ 1,862	\$ 1,802	\$ 2,353	\$ 2,252	\$ 4,215	\$ 4,055	Yes	16/17	16/17	0	On Time	75	21	Location(s)
SB 101 EFA Contract#05A2054	\$ 485	\$ 485	\$ 1,819	\$ 26,010	\$ 21,099	\$ 26,495	\$ 22,917	Yes	17/18	17/18	0	On Time	8	8	Location(s)
MON 068 MON 68 Traffic Management System	\$ 1,130	\$ 1,437	\$ 1,560	\$ 2,019	\$ 1,586	\$ 3,456	\$ 3,146	Yes	16/17	16/17	0	On Time	28	28	Field element(s)
SCR 017 Hwy 17 Storm Water Mitigation	\$ 4,882	\$ 4,882	\$ 3,120	\$ 6,805	\$ 6,095	\$ 11,687	\$ 9,215	Yes	15/16	15/16	0	On Time	3	5.4	Acres(s) treated/pollutant
SCR 129 Hwy 129/Carlton Rd. Intersection Improvements	\$ 2,034	\$ 2,877	\$ 2,327	\$ 3,121	\$ 2,423	\$ 5,998	\$ 4,750	Yes	17/18	17/18	0	On Time	31	31	Collision(s) reduced
MON 068 Pacific Grove centerline rumble strip	\$ 1,162	\$ 1,162	\$ 1,611	\$ 3,645	\$ 3,044	\$ 4,807	\$ 4,655	Yes	17/18	17/18	0	On Time	276	276	Collision(s) reduced
SB 001 Las Cruces CAPM	\$ 2,779	\$ 2,779	\$ 2,145	\$ 16,852	\$ 16,199	\$ 19,631	\$ 18,344	Yes	17/18	17/18	0	On Time	42.6	42.6	Lane mile(s)
KER 099 SR99 Taft Highway 2R Rehab	\$ 4,970	\$ 4,970	\$ 4,944	\$ 19,111	\$ 16,223	\$ 24,081	\$ 21,167	Yes	16/17	16/17	0	On Time	10	9.4	Lane mile(s)
VAR VAR TUL-KIN-KER TREE REMOVAL	\$ 3,995	\$ 3,995	\$ 513	\$ 1,020	\$ 801	\$ 5,015	\$ 1,315	Yes	17/18	17/18	0	On Time	10000	454	Location(s)
FRE 168 Shepherd to Top o' the 4-Lane Rumble Strip	\$ 1,260	\$ 1,260	\$ 461	\$ 859	\$ 727	\$ 2,119	\$ 1,189	Yes	18/19	18/19	0	On Time	26	26	Collision(s) reduced
KER 099 Bakersfield Highway Lighting	\$ 1,505	\$ 1,505	\$ 1,127	\$ 868	\$ 542	\$ 2,373	\$ 1,669	Yes	17/18	17/18	0	On Time	199	199	Collision(s) reduced
KIN 198 Hanford Armona Roundabout	\$ 3,931	\$ 3,931	\$ 2,640	\$ 4,214	\$ 3,847	\$ 8,145	\$ 6,487	Yes	17/18	17/18	0	On Time	46	46	Collision(s) reduced
LA 110 Rte 110 Safety Lighting	\$ 877	\$ 877	\$ 1,202	\$ 2,394	\$ 2,275	\$ 3,271	\$ 3,477	No	15/16	15/16	0	On Time	122	122	Collision(s) reduced
LA 005 5 ROADWAY REHAB	\$ 4,100	\$ 4,100	\$ 4,231	\$ 17,482	\$ 16,492	\$ 21,582	\$ 20,723	Yes	14/15	14/15	0	On Time	8.33	8.33	Lane mile(s)
LA 210 CCTV & Communications System	\$ 2,660	\$ 2,660	\$ 2,797	\$ 5,884	\$ 5,247	\$ 8,544	\$ 8,044	Yes	16/17	14/15	2	Early	6.1	6.1	Field element(s)
LA 101 101 Grand/Sunset	\$ 586	\$ 1,490	\$ 1,537	\$ 1,187	\$ 902	\$ 2,677	\$ 2,439	Yes	16/17	16/17	0	On Time	49	45	Location(s)
VEN 033 Combined scope 27500 & 31270	\$ 7,102	\$ 7,102	\$ 5,367	\$ 8,697	\$ 7,816	\$ 15,799	\$ 13,183	Yes	14/15	14/15	0	On Time	142	144.8	Acres(s) treated/pollutant
LA 605 Grind and Groove Concrete Pavement	\$ 1,470	\$ 1,470	\$ 1,354	\$ 2,780	\$ 2,366	\$ 4,250	\$ 3,720	Yes	16/17	16/17	0	On Time	363	363	Collision(s) reduced
LA 101 Roadside Safety Improvement	\$ 555	\$ 555	\$ 1,332	\$ 1,109	\$ 893	\$ 1,664	\$ 2,226	No	13/14	14/15	(1)	Delayed	88	88	Location(s)
LA 210 210 AzusaAv	\$ 895	\$ 895	\$ 1,545	\$ 1,668	\$ 1,660	\$ 2,563	\$ 3,205	No	14/15	13/14	1	Early	18	18	Acres(s) treated/pollutant
LA 001 PUERCO CANYON RD	\$ 1,980	\$ 2,530	\$ 2,074	\$ 2,555	\$ 2,358	\$ 5,085	\$ 4,432	Yes	17/18	17/18	0	On Time	7	7	Collision(s) reduced
SBD 247 SBD 247 Near Lucerne Valley Widen Shoulder and Rumble Strips	\$ 1,745	\$ 1,822	\$ 2,044	\$ 1,117	\$ 970	\$ 2,939	\$ 3,014	No	17/18	17/18	0	On Time	26	26	Collision(s) reduced
SBD 127 SBD 127 Near Baker Widen Shoulder and Rumble Strips	\$ 1,466	\$ 1,466	\$ 1,787	\$ 1,110	\$ 1,084	\$ 2,576	\$ 2,871	No	17/18	17/18	0	On Time	11	11	Collision(s) reduced
SBD 215 SBD 215 DEVORE WIM	\$ 960	\$ 960	\$ 933	\$ 1,362	\$ 1,215	\$ 2,322	\$ 2,148	Yes	18/19	17/18	1	Early	1	1	Location(s)
SBD 142 SBD 142 ADA Improvements at Chino Hills	\$ 813	\$ 2,464	\$ 2,285	\$ 1,649	\$ 1,434	\$ 4,113	\$ 3,719	Yes	16/17	17/18	(1)	Delayed	75	95	Structure(s)
SJ 132 VERNALIS SR 132 REHAB	\$ 5,454	\$ 6,708	\$ 6,567	\$ 25,460	\$ 24,924	\$ 32,168	\$ 31,491	Yes	16/17	15/16	1	Early	20.3	22.5	Lane mile(s)
MER 099 Turlock 2R	\$ 1,239	\$ 3,339	\$ 3,520	\$ 12,722	\$ 11,850	\$ 16,061	\$ 15,369	Yes	16/17	16/17	0	On Time	8.4	8.4	Lane mile(s)
SJ 005 SR 4 / I-5 SEISMIC RETROFIT	\$ 2,674	\$ 2,674	\$ 2,252	\$ 3,077	\$ 2,194	\$ 5,751	\$ 4,446	Yes	16/17	16/17	0	On Time	3	5	Bridge(s)
MER 165 MER, MPA, STA Rumble Strip installation	\$ 1,639	\$ 2,089	\$ 977	\$ 4,229	\$ 3,709	\$ 6,318	\$ 4,686	Yes	17/18	17/18	0	On Time	192	225	Collision(s) reduced
SJ 088 CLEMENTS CAPM	\$ 1,300	\$ 1,290	\$ 1,555	\$ 7,187	\$ 6,356	\$ 8,477	\$ 7,911	Yes	17/18	17/18	0	On Time	20.4	17.8	Lane mile(s)
TUO 108 Tuo Route 108 Rumble Strip Installation	\$ 979	\$ 979	\$ 546	\$ 1,647	\$ 1,322	\$ 2,626	\$ 1,868	Yes	17/18	17/18	0	On Time	83	82	Collision(s) reduced
TUO 120 Chinese Camp CAPM	\$ 6,160	\$ 6,160	\$ 4,447	\$ 23,372	\$ 21,936	\$ 29,532	\$ 26,383	Yes	16/17	16/17	0	On Time	77.3	77.3	Lane mile(s)
MPA 049 Rumble Strip Installation	\$ 1,399	\$ 1,399	\$ 739	\$ 1,059	\$ 791	\$ 2,458	\$ 1,530	Yes	17/18	17/18	0	On Time	78	33	Collision(s) reduced
SJ 004 SR4&88 Rumble Strip Installation	\$ 941	\$ 916	\$ 724	\$ 1,938	\$ 1,528	\$ 2,854	\$ 2,252	Yes	17/18	17/18	0	On Time	92	82	Collision(s) reduced
TUO 120 SR120 SLOPE MODIFICATION	\$ 1,231	\$ 1,554	\$ 966	\$ 558	\$ 516	\$ 2,112	\$ 1,482	Yes	18/19	17/18	1	Early	2	1	Location(s)
SD 005 OVERHEAD SIGN REPLACEMENT SOUTH CONTRACT	\$ 3,355	\$ 2,850	\$ 3,450	\$ 8,471	\$ 7,625	\$ 11,321	\$ 11,075	Yes	16/17	16/17	0	On Time	936	996	Lighting fixture(s)
SD 805 I-805 - WORKER SAFETY	\$ 2,105	\$ 2,411	\$ 2,313	\$ 3,742	\$ 3,331	\$ 6,153	\$ 5,644	Yes	17/18	17/18	0	On Time	39	42	Location(s)

**(B) Caltrans Fiscal Year 2019-20
State Highway Operation and Protection
Program Project Closeout**

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	Delivery Year			Construction Output ²		
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs		Original	Actual	Years Early, Delayed, or On-time	Original	Actual ³	Primary Unit
SD 005 SD-5 STORMWATER TMDL LOS PEN	\$ 948	\$ 948	\$ 928	\$ 1,014	\$ 791	\$ 1,962	\$ 1,719	Yes	14/15	14/15	0 On Time	0.8	0.8	Acre(s) treated/pollutant
SD 076 SR-76 RAIL UPGRADE	\$ 2,560	\$ 2,760	\$ 2,744	\$ 1,776	\$ 1,479	\$ 4,536	\$ 4,223	Yes	16/17	16/17	0 On Time	839	304	Linear feet
SD 075 SR-75 CORONADO BRIDGE-PAINT BRIDGE	\$ 4,415	\$ 4,415	\$ 5,498	\$ 20,615	\$ 20,358	\$ 25,030	\$ 25,856	No	14/15	14/15	0 On Time	1	1	Bridge(s)
ORA 133 12-0N110 SR 133 Slope Repair	\$ 6,351	\$ 6,351	\$ 7,128	\$ 17,275	\$ 14,812	\$ 23,626	\$ 21,940	Yes	14/15	14/15	0 On Time	1	3	Location(s)
ORA 074 12-0L720_CONS 4 FOOT SHOULDER	-	\$ 11,873	\$ 11,054	\$ 9,835	\$ 8,235	\$ 21,708	\$ 19,289	Yes	12/13	15/16	(3) Delayed	8	8	Collision(s) reduced
Totals		\$ 312,971	\$ 331,736	\$ 916,549	\$ 809,793	\$ 1,229,520	\$ 1,141,529							

¹ New project in 2014 Program Document or later. Prior to 2014, the original capital project support budget was calculated on a statewide basis and was not specific to each project component; no data was generated for each project support phase.

² New project in 2016 Program Document or later. The primary assets requirements were first defined and adopted in 2016. Prior to 2016, no primary unit data was captured for the Construction Outputs.

³ Blanks are the "Not Available" outputs at the time of this report.

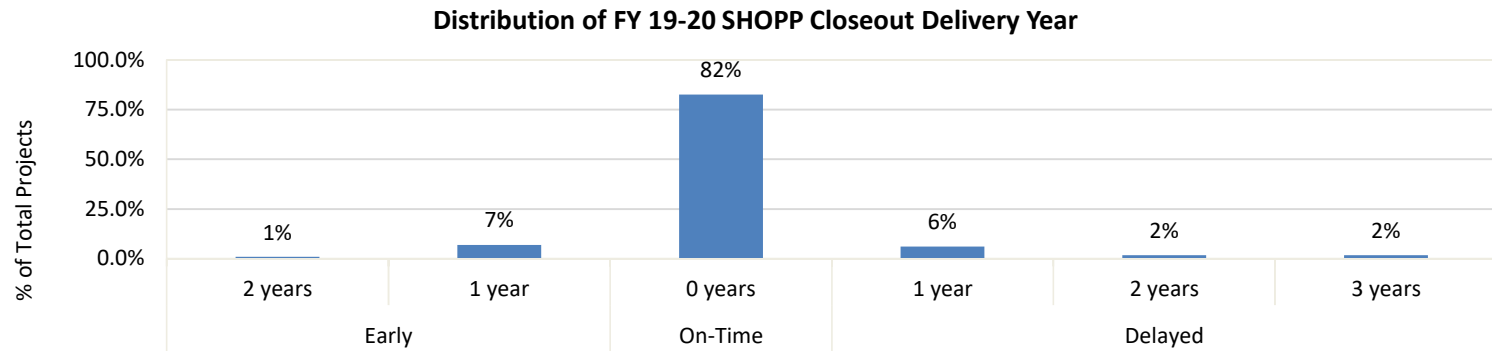
FY 2019-20 SHOPP Project Closeout Support Expenditure Analysis

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%	30	26%	\$ 66,793	\$ 40,744	\$ (26,049)	(39%)
80% to 120%	56	49%	\$ 165,600	\$ 164,934	\$ (666)	(0%)
> 120%	29	25%	\$ 80,578	\$ 126,058	\$ 45,480	56%
Total	115	100%	\$ 312,971	\$ 331,736	\$ 18,765	6%

**(B) Caltrans Fiscal Year 2019-20
State Highway Operation and Protection
Program Project Closeout**

FY 19-20 SHOPP Closeout Delivery Year Summary

	Early		On-Time	Delayed		
	2 years	1 year	0 years	1 year	2 years	3 years
Number of Projects	1	8	95	7	2	2
Approved Capital Budget (\$1,000's)	\$ 5,884	\$ 64,039	\$ 778,852	\$ 49,053	\$ 3,561	\$ 15,159



(B1) Caltrans Fiscal Year 2019-20 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)													
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output	
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
1st Quarter													
SJ 012 BOULDIN ISLAND REHAB	PA&ED	\$ 1,391	\$0		\$1,391	\$1,213	-\$1,213						
	PS&E	\$ 2,310	\$0		\$2,310	\$2,349	-\$2,349						
	R/W Sup	\$ 282	\$0		\$282	\$250	-\$250						
	Con Sup	\$ 5,692	\$0		\$5,692	\$8,196	-\$8,196	12/13	12/13	0	On Time	0	0
	R/W Cap	\$ 4,458	\$0		\$4,458	\$3,135	-\$3,135						
	Con Cap	\$ 44,648	\$32,589	\$12,200	-\$141	\$43,018	\$1,771						
Total	\$ 58,781	\$32,589	\$12,200	\$13,992	\$58,161	-\$13,372							
ORA 005 12-OM490 Rte 5 El Camino- ENHANCE CURVE	PA&ED	\$ -	\$0		\$0	\$0	\$0						
	PS&E	\$ 2,500	\$0		\$2,500	\$3,050	-\$3,050						
	R/W Sup	\$ 156	\$0		\$156	\$45	-\$45						
	Con Sup	\$ 3,300	\$0		\$3,300	\$3,515	-\$3,515	15/16	15/16	0	On Time	70	70
	R/W Cap	\$ 14	\$0		\$14	\$4	-\$4						
	Con Cap	\$ 12,153	\$11,078		\$1,075	\$11,706	-\$628						
Total	\$ 18,123	\$11,078		\$7,045	\$18,319	-\$7,241							Collision(s) reduced
LA 101 CapM SF Valley	PA&ED	\$ 550	\$0		\$550	\$354	-\$354						
	PS&E	\$ 1,320	\$0		\$1,320	\$665	-\$665						
	R/W Sup	\$ 30	\$0		\$30	\$0	\$0						
	Con Sup	\$ 6,100	\$0		\$6,100	\$6,722	-\$6,722	13/14	13/14	0	On Time	158	189
	R/W Cap	\$ 100	\$0		\$100	\$0	\$0						
	Con Cap	\$ 62,615	\$56,768		\$5,847	\$54,705	\$2,063						
Total	\$ 70,715	\$56,768		\$13,947	\$62,445	-\$5,677							Lane mile(s)
LA 091 Roadway Rehabilitation	PA&ED	\$ -	\$0		\$0	\$0	\$0						
	PS&E	\$ 1,117	\$0		\$1,117	\$2,044	-\$2,044						
	R/W Sup	\$ 300	\$0		\$300	\$0	\$0						
	Con Sup	\$ 2,048	\$0		\$2,048	\$5,448	-\$5,448	14/15	14/15	0	On Time	42	42
	R/W Cap	\$ 1,909	\$0		\$1,909	\$0	\$0						
	Con Cap	\$ 17,405	\$17,931		-\$526	\$14,976	\$2,955						
Total	\$ 22,779	\$17,931		\$4,848	\$22,468	-\$4,537							Lane mile(s)
BUT 191 Paradise - Road Realignment	PA&ED	\$ 1,150	\$0		\$1,150	\$1,109	-\$1,109						
	PS&E	\$ 1,350	\$0		\$1,350	\$1,214	-\$1,214						
	R/W Sup	\$ 750	\$750		\$0	\$291	\$459						
	Con Sup	\$ 2,700	\$0		\$2,700	\$1,666	-\$1,666	15/16	16/17	-1	Delayed	140	140
	R/W Cap	\$ 5,300	\$0		\$5,300	\$451	-\$451						
	Con Cap	\$ 18,862	\$20,468		-\$1,606	\$17,535	\$2,933						
Total	\$ 30,112	\$21,218		\$8,894	\$22,267	-\$1,049							Collision(s) reduced
KIN 005 Lost Hills Rubber Rehab	PA&ED	\$ 650	\$650		\$0	\$452	\$198						
	PS&E	\$ 1,300	\$1,300		\$0	\$451	\$849						
	R/W Sup	\$ 140	\$140		\$0	\$29	\$111						
	Con Sup	\$ 2,100	\$2,300		-\$200	\$1,291	\$1,009	18/19	17/18	1	Early	36	36
	R/W Cap	\$ 35	\$0		\$35	\$3	-\$3						
	Con Cap	\$ 20,388	\$23,357		-\$2,970	\$18,233	\$5,124						
Total	\$ 24,613	\$27,747		-\$3,135	\$20,458	\$7,289							Lane mile(s)
2nd Quarter													
SHA 005 Antlers Br Replacement	PA&ED	\$ -	\$0		\$0	\$2,461	-\$2,461						
	PS&E	\$ 2,635	\$0		\$2,635	\$7,938	-\$7,938						
	R/W Sup	\$ 415	\$0		\$415	\$274	-\$274						
	Con Sup	\$ 22,639	\$0		\$22,639	\$36,549	-\$36,549	/	08/09	0	On Time	1	1
	R/W Cap	\$ 870	\$0		\$870	\$319	-\$319						
	Con Cap	\$ 134,750	\$238,927		-\$104,177	\$115,927	\$123,000						
Total	\$ 161,309	\$238,927		-\$77,618	\$163,467	\$75,460							Facilities

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B1) Caltrans Fiscal Year 2019-20 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)															
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output			
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit		
SB 101 EFA Contract#05A2054	PA&ED	\$ 50	\$ 0		\$50	\$24	-\$24								
	PS&E	\$ 125	\$ 0		\$125	\$142	-\$142								
	R/W Sup	\$ 10	\$ 0		\$10	\$5	-\$5								
	Con Sup	\$ 300	\$300		\$0	\$1,647	-\$1,347	17/18	17/18	0	On Time	8	8	Lane mile(s)	
	R/W Cap	\$ 10	\$ 0		\$10	\$2	-\$2								
	Con Cap	\$ 26,000	\$1,000		\$25,000	\$21,097	-\$20,097								
	Total	\$ 26,495	\$1,300		\$25,195	\$22,917	-\$21,617								
SJ 132 VERNALIS SR 132 REHAB	PA&ED	\$ 1,035	\$ 0		\$1,035	\$1,202	-\$1,202								
	PS&E	\$ 2,024	\$ 0		\$2,024	\$1,547	-\$1,547								
	R/W Sup	\$ 315	\$ 0		\$315	\$9	-\$9								
	Con Sup	\$ 3,334	\$ 0		\$3,334	\$3,809	-\$3,809	16/17	15/16	1	Early	20.3	22.5	Location(s)	
	R/W Cap	\$ 2	\$ 0		\$2	\$4	-\$4								
	Con Cap	\$ 25,458	\$25,512		-\$54	\$24,920	\$592								
	Total	\$ 32,168	\$25,512		\$6,656	\$31,491	-\$5,979								
LA 005 5 ROADWY REHAB	PA&ED	\$ -	\$ 0		\$0	\$0	\$0								
	PS&E	\$ 1,500	\$ 0		\$1,500	\$1,405	-\$1,405								
	R/W Sup	\$ 100	\$ 0		\$100	\$0	\$0								
	Con Sup	\$ 2,500	\$ 0		\$2,500	\$2,826	-\$2,826	14/15	14/15	0	On Time	8.33	8.33	Lane mile(s)	
	R/W Cap	\$ -	\$ 0		\$0	\$6	-\$6								
	Con Cap	\$ 17,482	\$22,347		-\$4,865	\$16,486	\$5,861								
	Total	\$ 21,582	\$22,347		-\$765	\$20,723	\$1,624								
SON 101 Roadway Rehab Windsor to Geyserville	PA&ED	\$ 1,620	\$ 0		\$1,620	\$1,652	-\$1,652								
	PS&E	\$ 4,916	\$ 0		\$4,916	\$5,749	-\$5,749								
	R/W Sup	\$ 582	\$ 0		\$582	\$634	-\$634								
	Con Sup	\$ 6,432	\$ 0		\$6,432	\$5,911	-\$5,911	15/16	15/16	0	On Time	14	55.4	Structure(s)	
	R/W Cap	\$ 3	\$ 0		\$3	\$6	-\$6								
	Con Cap	\$ 60,043	\$64,700		-\$4,658	\$58,412	\$6,288								
	Total	\$ 73,596	\$64,700		\$8,896	\$72,366	-\$7,666								
ORA 133 12-0N110 SR 133 Slope Repair	PA&ED	\$ 1,040	\$ 0		\$1,040	\$867	-\$867								
	PS&E	\$ 2,157	\$ 0		\$2,157	\$2,721	-\$2,721								
	R/W Sup	\$ 51	\$ 0		\$51	\$0	\$0								
	Con Sup	\$ 3,103	\$ 0		\$3,103	\$3,540	-\$3,540	14/15	14/15	0	On Time	1	3	Location(s)	
	R/W Cap	\$ 2	\$ 0		\$2	\$0	\$0								
	Con Cap	\$ 17,273	\$20,195		-\$2,923	\$14,812	\$5,383								
	Total	\$ 23,626	\$20,195		\$3,431	\$21,940	-\$1,745								
KER 099 SR99 Taft Highway 2R Rehab	PA&ED	\$ 800	\$ 0		\$800	\$768	-\$768								
	PS&E	\$ 1,350	\$1,475		-\$125	\$1,524	-\$49								
	R/W Sup	\$ 20	\$20		\$0	\$17	\$3								
	Con Sup	\$ 2,800	\$ 0		\$2,800	\$2,634	-\$2,634	16/17	16/17	0	On Time	10	9.43	Lane mile(s)	
	R/W Cap	\$ 3	\$ 0		\$3	\$2	-\$2								
	Con Cap	\$ 19,108	\$24,000		-\$4,892	\$16,221	\$7,779								
	Total	\$ 24,081	\$25,495		-\$1,414	\$21,167	\$4,328								
SD 075 SR-75 CORONADO BRIDGE-PAINT BRIDGE	PA&ED	\$ 368	\$ 0		\$368	\$141	-\$141								
	PS&E	\$ 691	\$ 0		\$691	\$1,458	-\$1,458								
	R/W Sup	\$ 2	\$ 0		\$2	\$0	\$0								
	Con Sup	\$ 3,354	\$4,300		-\$946	\$3,899	\$401	14/15	14/15	0	On Time	1	1	Bridge(s)	
	R/W Cap	\$ 2	\$ 0		\$2	\$0	\$0								
	Con Cap	\$ 20,613	\$19,110		\$1,503	\$20,358	-\$1,248								
	Total	\$ 25,030	\$23,410		\$1,620	\$25,856	-\$2,446								

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B1) Caltrans Fiscal Year 2019-20 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)														
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output		
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit	
ORA 074 12-0L720_CONS 4 FOOT SHOULDER	PA&ED	\$ 1,236	\$ 0		\$1,236	\$1,236	-\$1,236							
	PS&E	\$ 3,956	\$ 0		\$3,956	\$3,702	-\$3,702							
	R/W Sup	\$ 1,311	\$ 0		\$1,311	\$1,046	-\$1,046							
	Con Sup	\$ 5,370	\$ 0		\$5,370	\$5,070	-\$5,070	12/13	15/16	-3	Delayed	8	8	Collision(s) reduced
	R/W Cap	\$ 2,780	\$ 0		\$2,780	\$3,297	-\$3,297							
	Con Cap	\$ 7,055	\$7,765		-\$710	\$4,938	\$2,827							
	Total	\$ 21,708	\$7,765		\$13,943	\$19,289	-\$11,524							
TUO 120 Chinese Camp CAPM	PA&ED	\$ 1,680	\$ 0		\$1,680	\$627	-\$627							
	PS&E	\$ 2,520	\$2,551		-\$31	\$2,083	\$468							
	R/W Sup	\$ 280	\$280		\$0	\$1	\$279							
	Con Sup	\$ 1,680	\$2,010		-\$330	\$1,736	\$274	16/17	16/17	0	On Time	77.3	77.3	Lane mile(s)
	R/W Cap	\$ 58	\$ 0		\$58	\$20	-\$20							
	Con Cap	\$ 23,314	\$28,502		-\$5,188	\$21,916	\$6,586							
	Total	\$ 29,532	\$33,343		-\$3,811	\$26,383	\$6,960							
SM 001 CAPM	PA&ED	\$ 1,400	\$ 0		\$1,400	\$1,396	-\$1,396							
	PS&E	\$ 1,120	\$1,432		-\$312	\$1,401	\$31							
	R/W Sup	\$ 60	\$60		\$0	\$26	\$34							
	Con Sup	\$ 1,120	\$1,120		\$0	\$1,069	\$51	16/17	16/17	0	On Time	41	35.5	Lane mile(s)
	R/W Cap	\$ 50	\$ 0		\$50	\$9	-\$9							
	Con Cap	\$ 14,451	\$14,710		-\$259	\$13,702	\$1,008							
	Total	\$ 18,201	\$17,322		\$879	\$17,603	-\$281							
ALA 680 Ala-680 Ramp Metering (Phase 2A)	PA&ED	\$ -	\$ 0		\$0	\$0	\$0							
	PS&E	\$ -	\$ 0		\$0	\$1,538	-\$1,538							
	R/W Sup	\$ 50	\$50		\$0	\$20	\$30							
	Con Sup	\$ 2,800	\$2,800		\$0	\$2,786	\$14	/	16/17	0	On Time	22	18	Field Elements
	R/W Cap	\$ 523	\$ 0		\$523	\$24	-\$24							
	Con Cap	\$ 13,310	\$13,534		-\$224	\$11,611	\$1,923							
	Total	\$ 16,683	\$16,384		\$299	\$15,978	\$406							
SB 001 Las Cruces CAPM	PA&ED	\$ -	\$ 0		\$0	\$0	\$0							
	PS&E	\$ 950	\$950		\$0	\$614	\$336							
	R/W Sup	\$ 87	\$87		\$0	\$16	\$71							
	Con Sup	\$ 1,742	\$1,716		\$26	\$1,515	\$201	17/18	17/18	0	On Time	42.6	42.6	Lane mile(s)
	R/W Cap	\$ -	\$ 0		\$0	\$6	-\$6							
	Con Cap	\$ 16,852	\$14,209	\$2,643	\$0	\$16,193	\$659							
	Total	\$ 19,631	\$16,962	\$2,643	\$26	\$18,344	\$1,261							

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B2) Caltrans Fiscal Year 2019-20
State Highway Operation and Protection
Program Project Closeout - Small Projects (Total Project Cost Less than \$50 million and Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or less)

Quarterly Aggregated Report for Projects that Complete Construction:
 Number of Projects in this Aggregated Summary:

FY 19/20 - Q2
 96

Phase	Fund-Type	Initial Programmed Amount (a) (\$1000)	Initial Allocated Amount (b) (\$1000)	Supplemental Allocated Amount (c) (\$1000)	Initial Programmed vs Allocated Variance Amount (a)-(b+c) (\$1000)	Expended Amount (d) (\$1000)	Total Allocated vs Expended Variance Amount * (b+c)-(d) (\$1000)
PA&ED Support	SHOPP	\$28,607	\$5,280	\$0	\$23,327	\$27,305	-\$22,025
	Other				\$0		\$0
	Total	\$28,607	\$5,280	\$0	\$23,327	\$27,305	-\$22,025
PS&E Support	SHOPP	\$62,905	\$46,044	\$0	\$16,861	\$69,336	-\$23,292
	Other				\$0		\$0
	Total	\$62,905	\$46,044	\$0	\$16,861	\$69,336	-\$23,292
Right of Way Support	SHOPP	\$7,491	\$6,301	\$0	\$1,190	\$4,071	\$2,230
	Other				\$0		\$0
	Total	\$7,491	\$6,301	\$0	\$1,190	\$4,071	\$2,230
Construction Support	SHOPP	\$80,572	\$32,505	\$0	\$48,067	\$71,358	-\$38,853
	Other				\$0		\$0
	Total	\$80,572	\$32,505	\$0	\$48,067	\$71,358	-\$38,853
Right of Way Capital	SHOPP	\$6,183	\$0	\$0	\$6,183	\$1,555	-\$1,555
	Other				\$0		\$0
	Total	\$6,183	\$0	\$0	\$6,183	\$1,555	-\$1,555
Construction Capital	SHOPP	\$325,731	\$299,851	\$4,987	\$20,893	\$281,827	\$23,011
	Other				\$0		\$0
	Total	\$325,731	\$299,851	\$4,987	\$20,893	\$281,827	\$23,011
Total	SHOPP	\$511,489	\$389,981	\$4,987	\$116,521	\$455,452	-\$60,484
	Other				\$0		\$0
	Total	\$511,489	\$389,981	\$4,987	\$116,521	\$455,452	-\$60,484

* **Note:** SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

**(C) Caltrans Fiscal Year 2019-20, Second Quarter
Capital Outlay Support G-12 Request Summary**

The table below summarizes G-12 funding requests for the Capital Outlay Support program through the end of Q2, FY 2019-20.

Month	SHOPP		STIP		Total	
	No. of Projects	G-12 Amount	No. of Projects	Increase	No. of Projects	G-12 Amount
July	30	\$ (31,736,600)	1	\$ 1,100,000	31	\$ (30,636,600)
August	34	\$ (18,357,490)	0	\$ -	34	\$ (18,357,490)
September	42	\$ (14,145,800)	1	\$ 277,900	43	\$ (13,867,900)
October	51	\$ (39,074,249)	4	\$ (3,351,651)	55	\$ (42,425,900)
November	38	\$ (36,549,500)	0	\$ -	38	\$ (36,549,500)
December	30	\$ (34,650,600)	0	\$ -	30	\$ (34,650,600)
G-12 Year-to-Date	225	\$ (174,514,239)	6	\$ (1,973,751)	231	\$ (176,487,990)

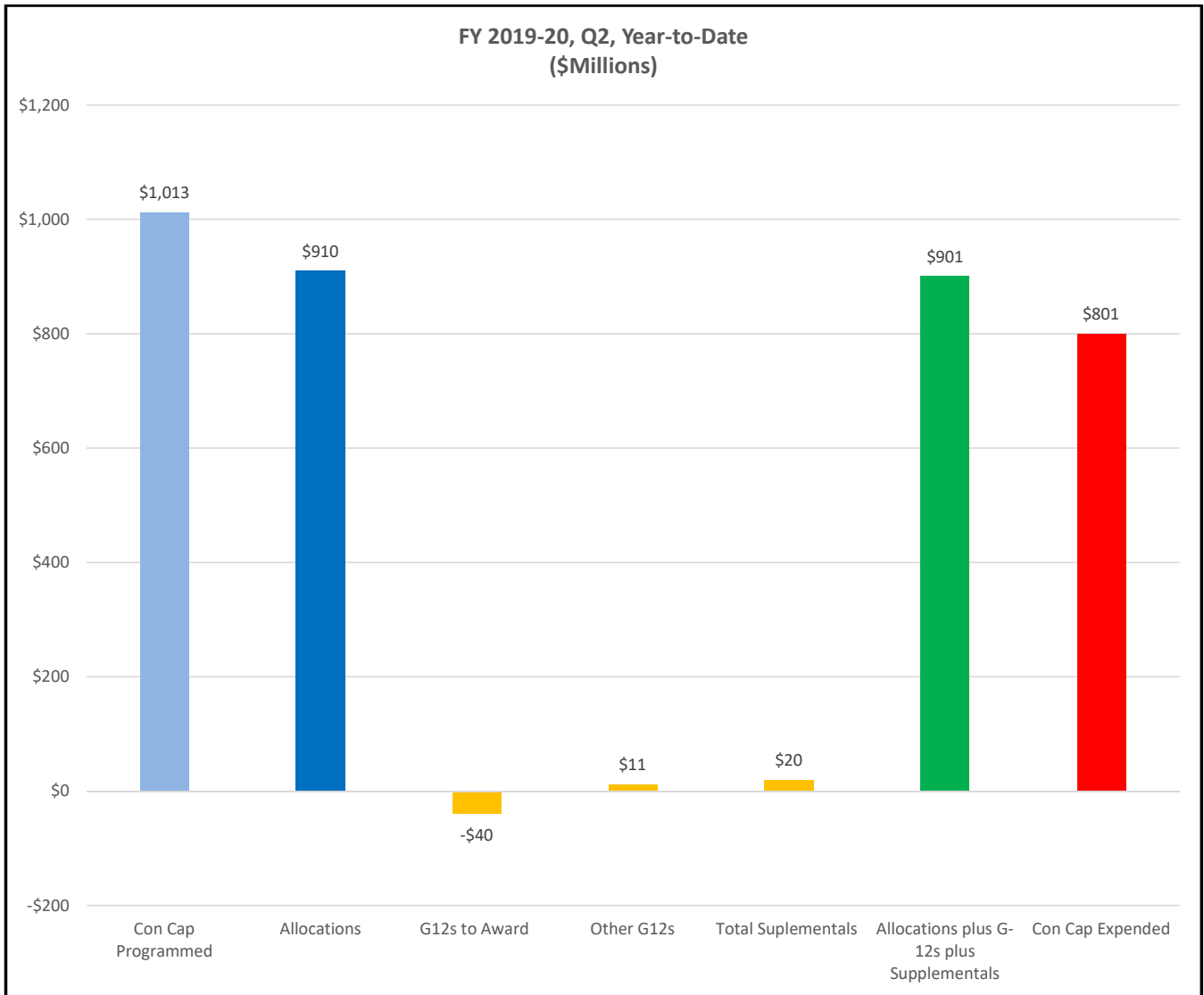
(D) Watch List: Third Quarter Retired Risks

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
Pre-Construction-Delivery Year Delays Risks							
PLA	080	Colfax Culvert Rehabilitation	SHOPP	4,730	Fiscal Year Delivery	Retired	The 1602 permit was finalized; the project is on schedule.
MON	001	REPLACE CULVERT NEAR LIMEKILN CREEK	SHOPP	4,298	ttt	Retired	A waiver for the Coastal Development Permit was received in November 2019. The project is on schedule.
SBD	062	SBD 62 Roadway Rehabilitation	SHOPP	15,611	Fiscal Year Delivery	Retired	The 1602 permit was finalized; the project is on schedule.
SBD	095	SBD 95 Roadway Rehabilitation	SHOPP	12,342	Fiscal Year Delivery	Retired	The 1602 permit was finalized; the project is on schedule.
DN	101	Hunter/Panther Creek Bridge Replacement	SHOPP	33,373	Fiscal Year Delivery	Retired	Project was delivered in October 2019.
HUM	254	CONSTRUCT FISH CREEK BRIDGE	SHOPP	2,909	Fiscal Year Delivery	Retired	The design/environmental risk has been resolve and the project is no longer on a critical path. The project is on schedule for delivery in FY 21/22.
KER	223	Derby Street Signalization	SHOPP	3,468	Fiscal Year Delivery	Retired	A 12-month time extension was approved at the June 2019 CTC meeting.
SD	VAR	UPGRADE and INSTALL CURVE WARNING SIGNS	SHOPP	3,906	Fiscal Year Delivery	Retired	Project was delivered in June 2019.
HUM	101	Eureka/Arcata Corridor MBGR	SHOPP	9,715	Fiscal Year Delivery	Retired	Project was delivered in September 2019.
HUM	101	Arcata Acceleration/Deceleration Lanes	SHOPP	12,027	Fiscal Year Delivery	Retired	Project was delivered in September 2019.
LAK	029	Lake 29 Expressway - Safety	SHOPP	66,050	Fiscal Year Delivery	Retired	Project was delivered in May 2019.
HUM	101	Corridor Bridge Rails	SHOPP	13,655	Fiscal Year Delivery	Retired	Project was delivered in September 2019.

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
IMP	008	I-8 IMPERIAL AVENUE INTERCHANGE	STIP-RIP	39,098	Fiscal Year Delivery	Retired	Project was delivered in June 2019.
ED	050	Camino Safety Project	SHOPP	48,000	Fiscal Year Delivery	Retired	Project was delivered in October 2019.
Pre-Construction-Supplementals to Award							
VAR	VAR	North Canyon TMS Improvement	SHOPP	3,600	Construction Capital	Retired	The supplemental funds request was approved in October 2019.
SCL	280	SCL-SM-280 CAPM	SHOPP	47,574	Construction Capital	Retired	Based on the final estimates, the project did not need supplemental funds and could remain within 120%. Funds were allocated within 120% in October 2019.
TUO	108	SR108 TUOLUMNE WIRE MESH	SHOPP	2,771	Construction Capital	Retired	The supplemental funds request was approved in August 2019.
SJ	4	SR4 MVP & ROADSIDE PAVING	SHOPP	3,520	Construction Capital	Retired	The supplemental funds request was approved in August 2019.
Pre-Construction-Greater Than 120%							
LAS	036	Lower Fredonyer Paving & Shoulder Widening	SHOPP	25,825	Construction Capital	Retired	Greater than 120% not needed, recent estimates are within 115%.
SOL	080	sol 80 raise oc	SHOPP	15,951	Construction Capital	Retired	Greater than 120% funds request was approved at the October 2019 CTC meeting.
SLO	041	Route 41 Atascadero ADA Project	SHOPP	3,550	Construction Capital	Retired	Greater than 120% funds request was approved at the October 2019 CTC meeting.
MEN	020	Calpella 2 Bridge Replacements	SHOPP	25,832	Construction Capital	Retired	Greater than 120% not needed, the project is currently within budget.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	2,460	Construction Capital	Retired	Greater than 120% funds request was approved at the October 2019 CTC meeting.

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
Pre-Construction-COS Supplementals							
NAP	121	HIUCHICA CREEK-REMOVE CULVERTS AND WIDEN ROADWAY	SHOPP	1,530	PS&E	Retired	The supplemental funds request was approved at the October 2019 CTC meeting.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	1,112	PS&E	Retired	Project was awarded in January 2020.
During Construction-COS Supplementals to Complete Construction							
SBD	015	SBd 15 phase 2 & Enhancements (Const Only)	STIP	10,300	Construction Support	Retired	The supplemental funds request was approved at the December 2018 CTC meeting.
MAD	099	Chowchilla 2R Rehab	SHOPP	15,580	Construction Capital	Retired	After further review, the District believes it can complete construction using the G-12 capacity, currently within budget, no supplemental is needed.
During Construction-Supplementals to Complete Construction							
SON	037	Petuluma Crk Br Storm Damage Repair	SHOPP	4,447	Construction Capital	Retired	Due to the actual site conditions, the design had to be changed. The District plans to unpar the project and re-program a new project.

**(E) Construction Capital Closeout¹ Summary
SHOPP Projects²**



¹Project closeout reflects projects where construction contract was complete two quarters ago.

²Appendix B, 115 SHOPP Completed Projects at Closeout, Q1-2, FY1920.