

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.9, Information Item

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

Subject: **CALTRANS' PROJECT DELIVERY QUARTERLY REPORT - THIRD 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 third quarter, to the California Transportation Commission (Commission) at its June 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

Third Quarter Fiscal Year 2019-20 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



Contents

Executive Summary	Pg. 1
Performance Measures.....	Pg. 2
Project Watch List	Pg. 3
Milestone Performance Report	Pg. 19
Project Approval, Environmental Documents.....	Pg. 19
Right of Way: Projects Certified.....	Pg. 21
Delivery: Projects Designed and Ready for Construction.....	Pg. 22
Construction: Projects Constructed.....	Pg. 24
Closeout Costs.....	Pg. 25
Appendix	Pg. 28
(A) Caltrans Fiscal Year 2019-20 State Transportation Improvement Program Project Closeout.....	Pg. 29
(B) Caltrans Fiscal Year 2019-20 State Highway Operation and Protection Program Project Closeout.....	Pg. 31
B1. SHOPP funds by phase programmed, allocated, and expended for project greater than \$50M	Pg. 36
B2. SHOPP funds by phase programmed, allocated, and expended for projects less than \$50M	Pg. 40
(C) Caltrans Fiscal Year 2019-20 Capital Outlay Support G-12 Request Summary.....	Pg. 41
(D) Risks Retired Since Previous Report.....	Pg. 42
(E) Construction Capital Closeout Summary.....	Pg. 44

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 – 3rd Quarter Fiscal Year 2019-20								
Measure	Year-To-Date thru 3rd 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	70	91	77%	109	64%	105	96%	79%
Projects Approved	151	206	73%	268	56%	254	95%	90%
Right of Way: Projects Certified								
Projects Certified	195	190	103%	304	64%	296	97%	97%
Delivery: Projects Designed and Ready for Construction								
Projects Designed and Ready for Construction	147	178	83%	313	47%	305	97%	98%
Capital Value Ready for Allocation (millions) ¹	\$1,873	\$2,686	70%	\$4,947	38%	\$4,757	96%	90%
Construction: Projects Constructed								
Projects Constructed	139	153	91%	184	76%	179	97%	88%
Closeout Costs								
State Transportation Improvement Program Costs (millions) ¹	\$955	\$955	100%	NA	NA	NA	NA	95%
State Highway Operation and Protection Program Costs (millions) ¹	\$1,571	\$1,706	92%	NA	NA	NA	NA	91%

¹ Dollars are rounded to the nearest million.

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 May 1, 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 – 41 of 1,032 Total Projects or 4%				
COS Supplementals	16	\$32	\$28	Within 6 months
Greater Than 120% Allocations	22	\$227	\$105	Within 6 months
Supplementals to Award	3	\$14	\$6	Within 6 months
During Construction – 28 of 743 Total Projects¹ or 4%				
COS Supplementals	8	\$114	\$9	Within 1 year
Supplementals to Complete Construction	19	\$909	\$74	Within 1 year
Partnership Projects - Local Agency Implementing Agency	1	\$45	\$25	After completion
Post-Construction – 20 of 1,087 Total Projects or 2%				
Supplementals to Closeout	18	\$373	\$36	After completion
Right of Way Adjustments	2	\$12	\$6	After completion
Total	89	\$1,726	\$289	
Total Risks Versus Active Projects: 89 of 2,642² or 3%				

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

² 2,642 is the total number of authorized projects as of April 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: 71 Projects at risk of missing the FY 19/20 (and beyond) delivery years								
MEN	020	Calpella 2 Bridge Replacements	SHOPP	46,488	Fiscal Year Delivery	Very High	Increased	Due to the difficulty in finding an adequate mitigation site for the project and Environmental Staff resource changes, PAED delivery was 6 months delayed, which will reduce right of Way (RW) acquisition period to less than 12 months to meet RTL. RW had requested 20 months. The project cannot be moved out of 20/21 FY because of lack of funding availability in 21/22 FY.
HUM	101	Broadway ADA	SHOPP	8,971	Fiscal Year Delivery	High	New	This is an Americans with Disabilities Act (ADA) project with customized design required at each curb ramp location. The increased design effort has caused the project to fall behind schedule. The design team is currently utilizing overtime and engaging management on additional staffing needs.
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 RW 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	HUM-299 Widen Shoulders	SHOPP	6,560	Fiscal Year Delivery	High	New	Geotechnical studies have been delayed due to a non-responsive property owner.
DN	101	CRESCENT CITY ADA	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.
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.
DN	101	Dr. Fine Bridge Replacement	SHOPP	10,942	Fiscal Year Delivery	High	Same as Previous	CA Fish and Wildlife requires an EIR.
TEH, SHA, LAS	05, 032, 036, 044, 299	District Wide Scour Counter-Measures	SHOPP	5,067	Fiscal Year Delivery	Medium	New	Resource distribution and staff movement, at this time, RTL moved to June 2020.
PLU	070	Plumas 70 Drainage	SHOPP	6,394	Fiscal Year Delivery	Medium	New	Resource distribution and staff movement, at this time, RTL moved to June 2020.
TRI	003	Trinity 3 Drainage	SHOPP	8,792	Fiscal Year Delivery	Medium	New	Resource distribution and staff movement, at this time, RTL moved to June 2020.
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 contract via the Division of Procurement and Contracts. There is a risk the work may be delayed and right of way certification might be pushed out a month or two.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
YUB	070	Yuba 70 Safety Segment 4 & 5 SHOPP	SHOPP	109,982	Fiscal Year Delivery	Very High	New	The project requires 89 parcels for acquisition. Any difficulties with negotiations will result in condemnation will delay RTL and possibly construction. A request was just received from a property owner to appear before the CTC, which is expected to occur during the August 2020 meeting. District is also working with different utility companies, PG&E Electric and Gas, AT&T and Comcast, to plan and relocate 10 miles of utilities.
PLA	065	PLA 65 Ranch	SHOPP	2,639	Fiscal Year Delivery	Very High	New	The environmental document was initially anticipated to be a Categorical Exemption (CE) and now it is determined that an Environmental Impact Statement (EIS) is needed; additional permits are required. A task order has been executed for a Consultant to complete the design and then the contract will be awarded through Caltrans Division of Procurement and Contracts (DPAC).
BUT	032	BUT 32 Intersection Improvements	SHOPP	6,755	Fiscal Year Delivery	High	New	The project might involve condemnation for easements and there are also utility conflicts.
PLA	080	Atlantic On-ramp Widening	SHOPP	11,200	Fiscal Year Delivery	High	New	District awaits response from the regulatory and resource agencies on the 1602 and 401 permits. Permit reviews and approval are taking longer than expected.
PLA	049	American Canyon Roundabout	SHOPP	8,919	Fiscal Year Delivery	High	New	Utility maps have been delayed due to delay in acquiring RW 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.
BUT	162	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.
BUT	099	Cottonwood Creek Bridge Replacement	SHOPP	11,964	Fiscal Year Delivery	Low	New	Involves 408 permit from the Army Corp of Engineers.
SON	012	SON 12 Bridge Scour Mitigation	SHOPP	25,289	Fiscal Year Delivery	High	New	Utility relocation plans from PG&E, AT&T and fiber optic companies are pending. Four Right of Way parcels are pending. Environmental permits 401, 1602 and 404 are pending.
ALA	880	PATTERSON SLOUGH CREEK BRIDGE DECK REPLACEMENT	SHOPP	19,515	Fiscal Year Delivery	High	New	Delay due to Water Quality Certification Permit 401.
SCL	101	SCL 101 Br. Rail Replacement and Upgrade	SHOPP	20,120	Fiscal Year Delivery	High	New	Union Pacific Rail Road's (UPRR) has changed its position and is now requesting a new Construction & Maintenance (C&M) Agreement. On 1/7/2020, R/W confirmed there was no need for a C&M Agreement. UPRR now considers the replacement of the Sargent bridge rail a major alteration to the existing structure and requires a C&M Agreement. Once submitted, it takes UPRR 3-4 months to review and execute the Agreement.
ALA	580	GREENVILLE OH REHAB	SHOPP	5,792	Fiscal Year Delivery	Medium	New	Delay in RTL delivery is due to delay in obtaining Alameda County Temporary Construction Easement (TCE) and Union Pacific Rail Road (UPRR) Maintenance Consent letter (MCL).

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
MRN	131	Mrn 131 ADA Infrastructure	SHOPP	4,073	Fiscal Year Delivery	Medium	New	Involves RW issues; the property owner has not been responsive.
SOL	080	SR-12W EB to I-80 EB Connector Package 2A	STIP	76,000	Fiscal Year Delivery	High	New	Multi-funded CMGC project with SB1 funds. Solano Transportation Agency's (STA's) PAED level estimate to program construction funds did not anticipate full costs of a constructible project, expected to be \$17M above programmed budget. Since impacts from COVID-19 postponed agreed price negotiations with CMGC/Kiewit to week of 4/27/20, STA used estimate from Independent Cost Estimator (ICE)/Stanton in the meantime as basis to seek additional funds. If the needed funds are not secured, then repackaging for a phased delivery would require either time extension or reprogramming of SB1 TCEP funds to next fiscal year.
SM	101	SM101 CAPM Curb Ramps Upgrade	SHOPP	14,172	Fiscal Year Delivery	High	Increased	Involves execution of a non-disclosure PG&E agreement.
ALA	084	Install Outer Separation Barriers	SHOPP	26,080	Fiscal Year Delivery	Very High	New	Greater than a 20-month delivery delay due to addition of complete street elements (i.e. bike lanes) to the project.
SOL	080	Suisun Crk Br Scour Mitigation	SHOPP	7,690	Fiscal Year Delivery	High	New	401 Cert is at risk, staff resource constraints at the SF Bay Regional Water Quality Control Board.
NAP	121	HIUCHICA CREEK- REMOVE CULVERTS AND WIDEN ROADWAY	SHOPP	20,469	Fiscal Year Delivery	High	New	Addressing fish passage concerns have taken longer than expected, posing a risk to obtaining permits by the RTL date; 401 Cert is at risk due to staff shortage at the SF Bay Regional Water Quality Control Board.
CC	580	CC-580 Stege Drain super-structure	SHOPP	14,865	Fiscal Year Delivery	High	New	Due to changes to foundation design (pile type, length, and total number of piles), several permit applications need to be modified and resubmitted to resource and regulatory agencies. Permits impacted by this change include California Department of Fish and Game 1600 Permit; United States Army Corp of Engineers 404 Permit; and Biological Opinion. Further, there has been staff turnover at the Regional Water Quality Control Board that impacts timely issuance of the 401 Cert.
MRN	101	Mrn 101 Storm Damage Repair	SHOPP	3,559	Fiscal Year Delivery	High	New	The National Park Service (NPS) has not approved the storm-water treatment design. NPS will not concur with 4f de minimums until it approves plans. 4f requires a 30-day public comment period after NPS concurrence, thus resulting in RTL delay.
SF	001, 035,080, 101,280	04-3J890_SF VAR_ACCES. PED SIGNALS	SHOPP	8,164	Fiscal Year Delivery	High	Same as Previous	PG&E requires a Non-Disclosure Agreement.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
ALA	980	Advance Traffic Management System and PC Data Concentrator (PCDC) Upgrade Project	SHOPP	4,794	Fiscal Year Delivery	High	New	This project is part of the statewide pilot efforts to standardize and upgrade Caltrans' Advance Traffic Management Systems. To ensure statewide consistency and interoperability among all District Transportation Management Centers, this project is being developed in conjunction with the California Advanced Transportation Management System (CATMS) software procurement project. The CATMS project scope and schedule has been extended to early 2021. It is anticipated that additional support and capital cost will be necessary to meet the consistency and interoperability goals of the CATMS.
SCL	017	SCL 17 CAPM	SHOPP	63,806	Fiscal Year Delivery	High	Increased	Utility maps have been delayed due to pending non-disclosure agreement with PG&E.
SCL	101	SCL 101 Br. Rail Replacement/Upgrade	SHOPP	20,120	Fiscal Year Delivery	Medium	New	PG&E requires a Non-Disclosure Agreement.
SCL	082,085 152,025	Sub-Structure Rehab	SHOPP	5,739	Fiscal Year Delivery	High	Increased	Utility maps have been delayed due to pending non-disclosure agreement with PG&E.
ALA	080	Ala 80 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.
ALA	680	REHABILITATE PAVEMENT	SHOPP	142,128	Fiscal Year Delivery	High	Same as Previous	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	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 the U.S. Army Corps of Engineer 408 permit. A 20-month time extension to allocate is likely.
MON, SCR	101,156 183,001, 068	Box Beam Overhead Signs	SHOPP	2,686	Fiscal Year Delivery	Low	New	Due to COVID-19 response, at this time, access to network from home has been limited for certain employees, reducing the ability to deliver. Office Engineer review is dependent on access to network files and unique applications and databases that work only on the Caltrans networks. At this time, limited access to hold face to face meeting between the office engineer and project engineer may delay RTL.
MON	101	San Antonio River bridge-seismic retrofit	SHOPP	17,663	Fiscal Year Delivery	Low	New	Due to COVID-19 response, at this time, access to network from home is limited for certain employees, reducing the ability to deliver.
SLO	101, 041	Route 101 and Route 41 Barrier Improvements	SHOPP	6,923	Fiscal Year Delivery	Low	New	Due to COVID-19 response, at this time, access to network from home is limited for certain employees, reducing the ability to deliver.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SB,SCR SLO, MON, SBT	001,017, 068,101, 156	Traffic Management System Detection Repair	SHOPP	5,451	Fiscal Year Delivery	Low	New	Due to COVID-19 response, at this time, access to network from home is limited for certain employees, reducing the ability to deliver.
SB	101	SB 101 Rehab - Summerland (Segment 4C)	SHOPP	38,960	Fiscal Year Delivery	Low	New	Right of Way Certification is at risk, utility agreement has not been executed. Due to COVID-19 restrictions, utility companies may not prioritize staff to work on relocation plans and agreements.
SCR	009	SCR 9 South Drainage and Erosion Control Improvements	SHOPP	6,146	Fiscal Year Delivery	Low	New	RW certification is at risk due to delay in positive location of utilities. Delays in obtaining contractor to perform work has pushed out the planned delivery dates.
SBT	101	101/135 Bridge Replacement	SHOPP	20,545	Fiscal Year Delivery	Medium	New	Due to additional structure design, RTL may go past the fiscal year. Due to COVID-19 response, access to network from home is limited for certain employees at this time.
SCR	001, 017	Pasatiempo II	SHOPP	11,381	Fiscal Year Delivery	Low	New	Due to COVID-19 response and shelter at home orders, access to Caltrans networks has been impacted at this time. Office Engineers requires access to network in order to review and finalize the PS&E document.
SCR	129	129/Lakeview Intersection Improvement	SHOPP	9,129	Fiscal Year Delivery	High	Increased	RW Acquisition is required on Land designated as Agricultural Conservation Easement. In addition to the property Owner, approvals are required from the Santa Cruz County Land Trust and California Department of Conservation. Based on early contact with the property owner, this acquisition may lead to condemnation. RW Certification of 4/1/20 is at risk, impacting the fiscal year delivery.
SBT	156	SAN BENITO ROUTE 156 IMPROVEMENT PROJECT	STIP	105,893	Fiscal Year Delivery	Very High	Increased	Delays in obtaining right of way acquisitions and utility agreements to finalize RW cert has resulted in the potential for fiscal year delivery delay.
SLO	001	Old Creek Bridge replacement	SHOPP	17,487	Fiscal Year Delivery	Medium	Increased	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 RW Certification which could delay achieving RW 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 RW Certification which could delay achieving RW Cert and RTL.
SBT	101	Gaviota Culvert Replacement	SHOPP	12,413	Fiscal Year Delivery	Very High	Increased	Design changes due to Coastal Commission requirements. Also, involves delays from permitting agencies due to Federal government shutdown in early 2019.
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.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
KER	184	Kern 184/Sunset Roundabout	SHOPP	9,050	Fiscal Year Delivery	High	New	A utility agreement with Lamont Utility District requires its Board approval. With COVID-19, the board meetings have been disrupted and it is unknown if the meetings will take place before the end of the fiscal year.
LA	405	CRENSHAW 405 INTERCHANGE	LOCAL	92,430	Fiscal Year Delivery	Medium	New	One of the property owners has not agreed to Caltrans' offer; RW Certification will be delayed. District RW is planning for the second level video conference hearing with the property owners. The Appearance Package might not be ready in time for the June 2020 CTC meeting.
LA	605	605/Live Oak Ramps	SHOPP	7,445	Fiscal Year Delivery	Very High	Increased	Involves RW acquisition and utility relocation.
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.
RIV	010	RIV 10 DESERT CENTER PAVEMENT REHAB: MAINLINE, SHOULDERS, RAMPS G-13	SHOPP	348,373	Fiscal Year Delivery	Low	Same as Previous	Local regulatory and resource agencies have a backlog of work. District has applied for Department of Fish and Game Permit 1600 and Army Corp of Engineer Permit 401 in March 2020 and now awaits response.
SBD	060	SBD 60 ADD WB AUX LANE, ADD EB DECELERATION	SHOPP	35,662	Fiscal Year Delivery	Medium	New	Involves environmental permits (401, 404, 408, 1602).
SBD	018	SBD 18 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 BRIDGE RAIL	SHOPP	12,880	Fiscal Year Delivery	Medium	New	Involves environmental permits (401, 404, 1602).
INY	395	Olancha/Cartago 4-Lane	STIP	137,930	Fiscal Year Delivery	High	New	The delay is due to: delay from the regulatory agencies to review and approve the permit applications; new staff at permitting agencies; two private property owners have become unresponsive after second panel review scheduled for 3/4/20, which will now proceed to June 2020 CTC RON calendar; and COVID-19 has recently placed additional stress on internal staff and external stakeholders to respond efficiently, hold field reviews, and keep the delivery schedule a high priority.
SJ	005	SJ I-5 BRIDGE REHAB	SHOPP	8,700	Fiscal Year Delivery	Medium	New	Approval of Temporary Construction Easements (TCEs) within Railroad property is pending. If TCEs are not approved before June 2020, the District will not be able to RTL the project.
SJ	004	SJ Middle River Bridge Roadway Realignment	SHOPP	13,507	Fiscal Year Delivery	High	Increased	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	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.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
ORA	133	12-0N060 Rte133-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	12-0Q360 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	12-0M820 PCH Laguna Beach ADA (N.)	SHOPP	8,740	Fiscal Year Delivery	High	New	The project will update ADA features through the city of Laguna Beach and requires Right of Way acquisition in order to install new ADA features. Improvements
Pre-Construction-COS Supplementals: 16 projects with a programmed budget of \$32M and risks between \$3M to \$28M								
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.
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.
SBT	101	101/135 Bridge Replacement	SHOPP	1,800	PS&E	Medium	New	Due to the additional structural work and complete streets design, the PS&E support will increase. The added structures work addresses the issue of unacceptable traffic delays that recent data brought to light. These elements weren't in the workplan when PS&E support was allocated. The risk amount is \$100k above the G12 amount.
MON	101	N. Soledad OH Deck Replacement	SHOPP	2,150	PS&E	High	New	Union Pacific Railroad (UPRR) has indicated that short-term, continuous closure of the siding track cannot be approved. This has forced the project team to rethink the project scope. Additionally, concerns about excessive traveling public delays with the current traffic handling and stage construction options are also causing a rethinking of project scope. This has resulted in a substantial increase of support cost expenditures.
SBT	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.
MON, SBT	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%.
KER	119, 005	Enos Lane CAPM & ADA Curb Ramps	SHOPP	435	PS&E	High	New	The current pavement survey required a change to the pavement rehabilitation strategy which increased the PS&E resources.
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.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	022	Cold Plane and AC Overlay	SHOPP	12	Right of Way Support	Low	Same as Previous	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.
LA	091	Seismic Retrofit	SHOPP	150	Right of Way Support	Medium	Same as Previous	Involves access easement and needs Construction/Maintenance Agreement with railroad.
SBD	018	SBD 18/10/215 BRIDGE REHAB	SHOPP	320	PA&ED	Low	Decreased	Due to recent discovery of bat habitat under the bridge, polyester overlay cannot be performed and Environmental Impact Statement will be required. This recent discovery will increase field inspections and Construction Support.
SBD	215	WASHINGTON BR. - SBD 215	SHOPP	864	Right of Way Support	Low	Same as Previous	Involves right of way acquisition of 9 parcels; one property owner is contesting an acquisition.
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	Medium	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.
IMP	008, 078	IMP BRIDGE STRUCTURE REHAB	SHOPP	800	PS&E	High	Decreased	Work for 2 of the 6 bridges was originally planned to be done from the bridge deck. Will need additional support for the PAED, PS&E, and likely the construction phase.
SD	075	SR-75 CORONADO BRIDGE-PIERS	SHOPP-Long Lead	2,823	PA&ED	Very High	Same as Previous	The project involves a seismic retrofit study that currently projects a \$2M increase in the total funding needs.
Pre-Construction-Greater Than 120% Allocation: 22 projects with a programmed budget of \$227M and risks between \$43M to \$105M								
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.
SON	012	CAPM 12	SHOPP	6,843	Construction Capital	Medium	New	Additional Capital funds, above the G12 capacity, may be needed to cover the cost of the electrical items that were not accounted for in the PAED phase. Additionally, the city requested an additional Pedestrian Hybrid Beacon in downtown to ensure safe pedestrian access.
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.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SOL	080	SR-12W EB to I-80 EB Connector Package 2A	STIP	50,300	Construction Capital	Very High	Increased	This is a multi-funded Construction Manager/General Contractor (CMGC) project with SB1 funds. Involves design refinements, updated unit prices, and additional permit requirements. Design refinements include: needed additional geotechnical and drainage work; use of rapid set concrete to reduce time and improve stage construction; additional safety elements (barriers, lighting, signing); and access ramp features to improve operations. The Regional Water Quality Control Board's permit also requires installation of trash capture devices where feasible, which in turn requires additional investigation.
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 Asphalt/Concrete (AC), drainage, flood control and staging plan for constructability.
SBT	101	101/135 Bridge Replacement	SHOPP	14,600	Construction Capital	Medium	New	Due to additional structures work and complete streets design, the construction capital amount may be greater than 120% of the programmed amount. The structures work addresses recent data that indicated that unacceptable traffic delays would occur. These added elements were not part of the project, when the last CTC action (June 2019) for increased capital costs was requested.
SB,SCR,SLO,MON,SBT	001,017,068,101,156	Traffic Management System 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 during the work plan development, may occur, resulting in greater than 120% of programmed construction support costs being needed at Fund Allocation.
SB,SCR,SLO,MON,SBT	001,017,068,101,156	Traffic Management System Detection Repair	SHOPP	3,200	Construction Capital	High	New	During 95% review, the estimates 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.
SCR	001, 017	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.
SBT	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.
FRE	005	Tumey Gulch III	SHOPP	10,898	Construction Capital	Medium	New	Due to the currently increasing market trends, the engineers estimate may exceed the programmed amount by greater than 120%. This would require a greater than 120% allocation.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	014	Rte 14 Drainage Culvert	SHOPP	2,719	Construction Capital	Very High	Same as Previous	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. - SBD 215	SHOPP	20,606	Construction Capital	Low	Same as Previous	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.
ALP	004	ALPINE CULVERT REHAB	SHOPP	1,203	Construction Support	High	New	Construction Support Cost beyond the G12 capacity are expected due to a combination of required the Plant Establishment, increases to working days, and required full closures on Route 4 for culvert replacements.
ALP	004	ALPINE CULVERT REHAB	SHOPP	3,319	Construction Capital	High	New	Construction Support Cost beyond the G12 capacity are expected due to a combination of required the Plant Establishment, increases to working days, and required full closures on Route 4 for culvert replacements.
MER	165	MER-152,165 Upgrade ADA facilities	SHOPP	823	Construction Support	High	New	This project requires a one-year plant establishment; the number of working days increased from 160 to 180 days due to Covid-19 restrictions, resulting in cost increases above the G-12 capacity.
ALP	088	ALP/AMA/TUO CULVERT REHAB	SHOPP	8,079	Construction Capital	High	New	The project involves mitigation per the Department of Fish and Game 1600 Permit. The District might have to split the project for mitigation. The expected mitigation cost exceeds the project's G12 capacity. The District plans to submit a Project Change Request (PCR); should the PCR get approved, there will be no need for the Greater Than 120% action.
MER	165	MER-152,165 Upgrade ADA facilities	SHOPP	3,095	Construction Capital	High	New	Construction capital costs increased as a result of unit price increases. The new directive for Speed Reductions in Construction Work Zones and HQ's memo regarding Time Related Overhead BID Items (TRO) cost influenced the increase in cost estimate. This project is also required to replace signal poles for two existing signalized intersection and ITS elements due to curb ramp constrains.
SJ	004	SJ BRIDGE MAINTENANCE	SHOPP	5,721	Construction Capital	High	Same as Previous	At this time, the construction capital cost estimate is significantly higher than the programmed amount by more than 120%. The higher estimate is due to: 1) rapidly changing market conditions that escalated prices from the programmed estimate in 2015; 2) additional metal casting that have been added based on the lessons learned from over moveable bridge projects; 3) increase in mobilization and traffic control costs that were not estimated correctly.
MPA	140	Ferguson Slide Rock Shed Construction	SHOPP	5,500	PS&E	Very High	Same as Previous	The project involves a Construction Manager/General Contractor (CMGC) contract with unexpected PS&E challenges. \$2.8 million of the \$5.5 million PS&E budget has been committed to a pre-construction services contract, leaving only \$2.7 million for the Department's design work. There is a risk that a supplemental PS&E allocation will be needed due to design challenges at this complex location.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SJ	005	Install Midwest Guardrail System	SHOPP	1,138	Construction Capital	High	Same as Previous	Construction capital costs increased due to recent bidding environment, additional construction safety requirements, and unanticipated reconstruction of eroded shoulders.
Pre-Construction-Supplementals to Award: 3 projects with a programmed budget of \$14M and risks between \$4M to \$6M								
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.
SJ	004	SJ CULVERTS	SHOPP	1,700	Construction Capital	High	New	Design underestimated the cost of jack and bore unit prices and time related overhead. Current estimate is \$2.4 M and programmed construction capital is \$1.7 M.
IMP	008	11-IMP-008-BRIDGE PRESERVATION	SHOPP	4,163	Construction Capital	Medium	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.
During Construction-COS Supplementals: 8 projects with a programmed budget of \$114M and risks between \$3M to \$9M								
MEN	101	Peregrine Slides	SHOPP	3,470	Construction Support	Very High	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.
PLU	070	Yellow Creek Bridge	SHOPP	2,398	Construction Support	High	Same as Previous	Contractor has fallen behind schedule and needs additional time to finish construction; therefore, additional resources are needed. At this time, trying to manage within G-12 authority as much as possible.
SON	116	SON 116/Llano Rd LT	SHOPP	6,578	Construction Support	High	New	Construction was initially planned to be completed in one season. During excavation for the footings of the abutment and retaining walls, excessive amount of groundwater was encountered that needed to be mitigated. Since only the eastbound lane has been completed, a second season is needed to complete construction, resulting in increases to construction support beyond the G-12 capacity.
SBT	025	Rte Deficiency Corrections	SHOPP	1,153	Construction Support	Medium	New	Change orders for failing shoulder sections and weather delays have pushed out CCA and increased costs. Construction support has required G-12 due to delays in reaching CCA and longer than expected working days.
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	210	Pavement & Roadway Rehab	SHOPP	17,173	Construction Support	Low	Decreased	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	047	Schuyler Heim Bridge Replacement	HOPP MAJC	79,000	Construction Support	Low	Same as Previous	Supplemental funds were approved at the March 2016 CTC meeting with 50% confidence.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
STA	108, 132	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.
During Construction-Supplementals to Complete Construction: 19 projects with a programmed budget of \$909M and risks between \$38M to \$74M								
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.
MEN	101	Peregrine Slides	SHOPP	13,762	Construction Capital	Very High	Increased	The wall at Post Mile 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.
SHA	005	Antlers Br Replacement	SHOPP	134,150	Construction Capital	High	Same as Previous	Construction claims.
NEV	080	Nev 80, Near Truckee, Relocate Floriston Sand House	SHOPP	2,478	Construction Capital	Medium	New	Involves construction claim disputes regarding "Buy America" steel.
TUL	099	TULARE WORKER SAFETY IMPROVEMENTS	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.
KIN, FRE	005	Coalinga Safety Roadside Rest Area 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.
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.
LA	005	I5 North & Empire	STIP	195,787	Construction Capital	High	New	This STIP project started construction in 2013 and had many challenges including utility relocations, RW challenges, and railroad contract plans changes during construction. The project will be completed in late 2021; it is likely that supplemental funds to complete construction might be needed.
LA	110	Paint LA River Bridge	SHOPP	5,631	Construction Capital	High	New	Due to differing site conditions, construction claim is expected beyond the G12 capacity in order to complete construction.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
VEN	126	Cold plane overlay	SHOPP	20,445	Construction Capital	Medium	Increased	A number of project items were not identified on the risk register and may exceed the G-12 balance. The majority of the G-12 request was used on pavement, which was identified on Risk Register.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	2,460	Construction Capital	Very High	Same as Previous	After the project was awarded, the district discovered a significant amount of material change and discrepancies resulting in the need for the project to be re-packaged and re-advertised, which will require supplemental funds.
LA	005	LA-5 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.
LA	001	Malibu Roadway Stabilization	SHOPP	10,432	Construction Capital	Low	Same as Previous	Construction claims.
LA	047	Schuyler Heim Bridge Replacement	SHOPP	428,421	Construction Capital	Low	Same as Previous	Additional funds may be needed based on the latest Risk Management and Exposure (RME) Report.
SBD	138	SBd 138 Realignment (East of 15)	SHOPP	31,968	Construction Capital	Medium	New	Slopes eroded due to the recent storms.
STA	005	WESTLEY REST AREA REHAB	SHOPP	4,001	Construction Capital	Low	New	The G-12 construction capital had to be utilized to award the contract because the low bid was higher than the allocation by 15.47%. A supplemental fund request may occur in the later part of the construction phase, if it is deemed necessary.
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.
SJ	099	VICTOR ONRAMP	SHOPP	11,110	Construction Capital	Low	Decreased	Cost increases are due to increases in structures items, utility relocation, and added sign structure work.
TUO	108	SR108 INTERSECTION IMPROVEMENT	SHOPP	3,270	Construction Capital	Low	Decreased	Contract was awarded with all G-12 funds. Any discovery of major unforeseen issues would require additional funds to complete the project.
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: 18 projects with a programmed budget of \$373M and risks between \$9M to \$36M								
SIS	005	Dunsmuir CVEF	SHOPP	4,700	Construction Capital	Medium	New	Construction claims.
SAC	080	I-80 Across the Top	Bond	104,588	Construction Capital	High	New	Construction Claims.
SBT	001	Las Cruces CAPM	SHOPP	14,229	Construction Capital	Medium	New	Involves arbitration fees.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
MON	101, 068	Roadside Safety improvements, MON County	SHOPP	2,209	Construction Capital	Medium	Same as Previous	Construction Claims.
LA	210	Pavement & Roadway Rehab	SHOPP	116,050	Construction Capital	High	Same as Previous	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.
LA	405	5 its upgrade	SHOPP	1,160	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	1,164	Construction Support	Low	Same as Previous	Involves additional unanticipated equipment testing.
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.
SJ	099	Installation of fiber optic cable in Arch Road Interchange	SHOPP	1,450	Construction Support	Medium	New	Involves arbitration fees.
AMA	088	SILVER LAKE CAMPGROUND CAPM	SHOPP	1,431	Construction Support	Medium	New	Involves arbitration fees.
AMA	088	AMADOR 88 CAPM	SHOPP	2,174	Construction Support	Medium	New	Involves arbitration fees.
AMA	088	SILVER LAKE CAMPGROUND CAPM	SHOPP	3,625	Construction Capital	Medium	Same as Previous	Construction claims.
AMA	088	AMADOR 88 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.
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	67,084	Construction Capital	High	Decreased	Utility Relocation issues and claims and arbitration are expected.
SJ	099	SOUTH STOCKTON 6 LANE WIDENING	BOND	8,248	Right of Way Support	Very High	Same as Previous	Involves Disposal of excess parcels.
SJ	099	SOUTH STOCKTON 6 LANE WIDENING	BOND	20,000	Construction Support	Very High	Same as Previous	Address claims for delays due to utility relocation and railroad agreement.
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	12,200	Construction Support	Very High	Same as Previous	Construction Claims.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
Post Construction: Right of Way Adjustment: 2 project with programmed budget of \$12M and risks between \$0.1M to \$5.5M								
SBT	101	Linden & Casitas Pass Interchanges	STIP	5,394	Right of Way Capital	High	Same as Previous	Involves utility companies and locals share adjustments.
FRE	180	Kings Canyon Expressway Seg. 3	STIP	6,279	Right of Way Support	Low	New	This 4.5-mile expressway conversion project required work for 85 parcels to advance to construction. There is a risk that the combined RW Support and Capital expenditures will exceed the programmed amount by 120% which would require STIP shares to be debited for the overrun.

Project Delivery Milestone Performance Report

Project Approval, Environmental Documents

Draft Environmental Documents Completed Summary

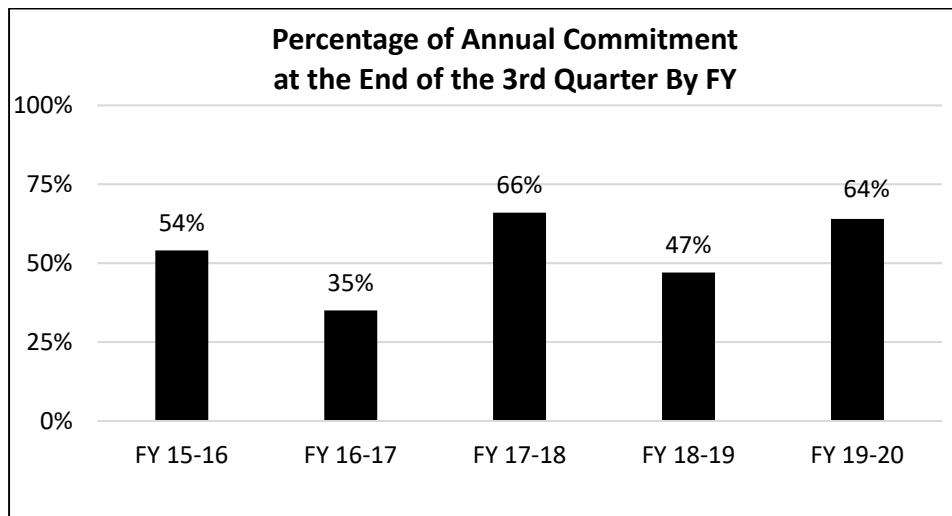
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2019-20, Caltrans committed to deliver 109 draft environmental documents. Through the end of the third quarter, fiscal year 2019-20, Caltrans completed a total of 70, or 64 percent of the annual commitment.

Measure: Draft Environmental Documents Completed – 3rd Quarter FY 2019-20

Fiscal Year 2019-20

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
70	91	77%	109	64%	105	96%	79%



Project Approval Summary

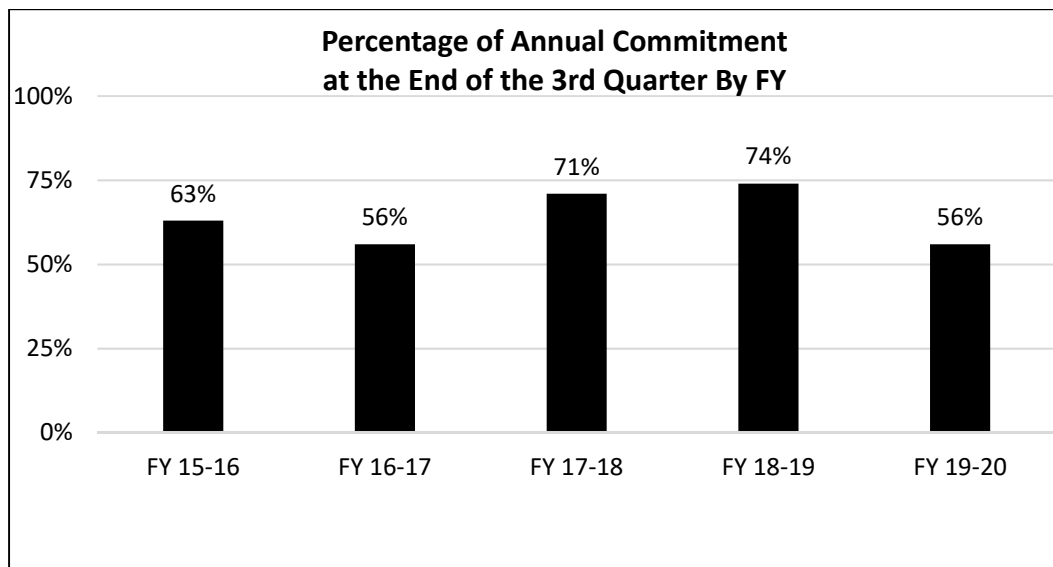
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative 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 third quarter, fiscal year 2019-20, Caltrans approved a total of 151, or 56 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 3rd Quarter FY 2019-20

Fiscal Year 2019-20

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
151	206	73%	268	56%	254	95%	90%



Right of Way: Projects Certified

Projects Certifications Summary

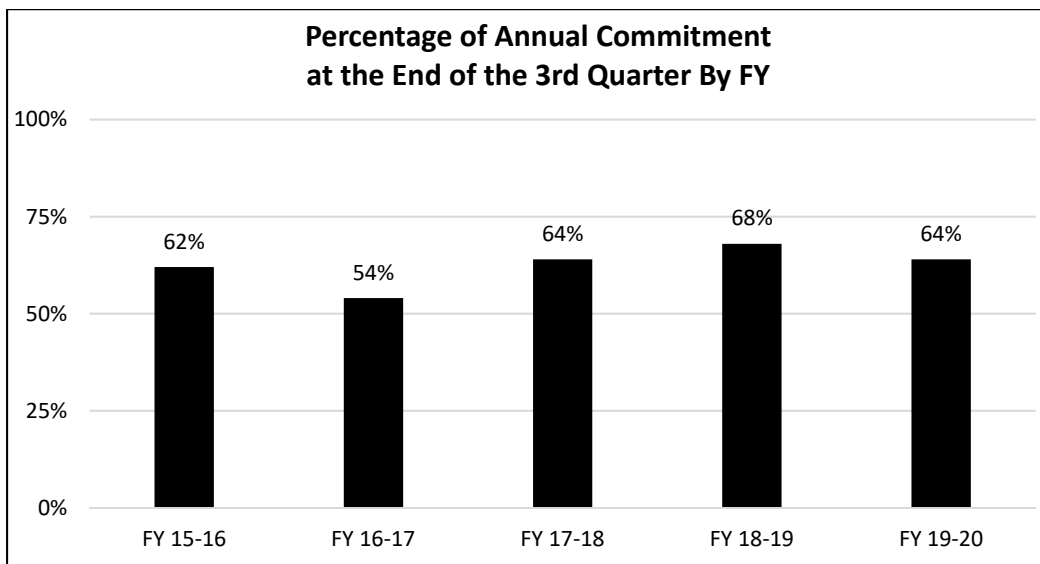
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2019-20, Caltrans committed to certify right of way for 304 projects. Through the end of the third quarter, fiscal year 2019-20, Caltrans certified a total of 195 projects, or 64 percent of the annual commitment.

Measure: Projects Certified – 3rd Quarter Fiscal Year 2019-20

Fiscal Year 2019-20

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
195	190	103%	304	64%	296	97%	97%



Delivery: Projects Designed and Ready for Construction

Contract for Delivery Summary

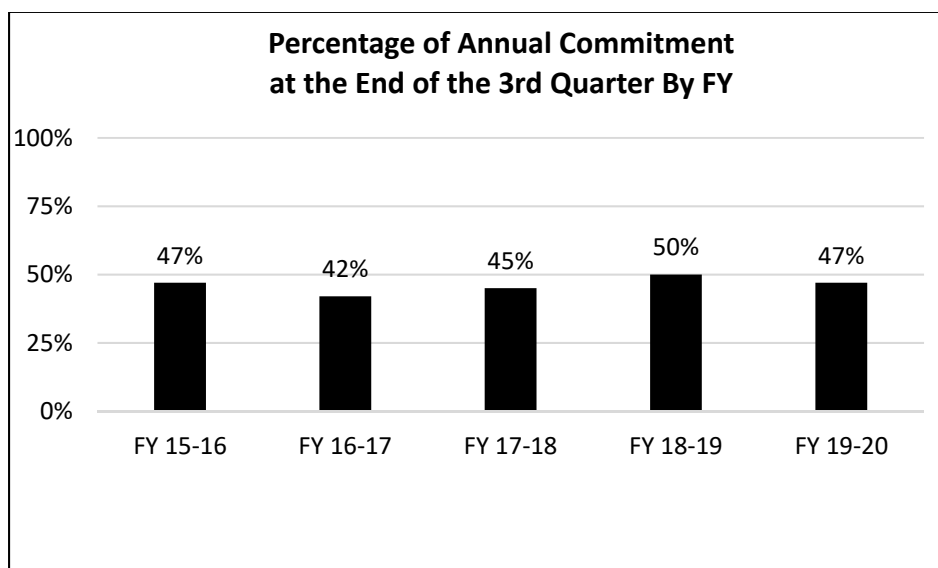
Each year, the Caltrans Director signs a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates 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 third quarter, Caltrans delivered 147 projects, or 47 percent of the annual commitment, with an estimated value of \$1.87 billion.

Measure: Projects Designed and Ready for Construction – 3rd Quarter FY 2019-20

Fiscal Year 2019-20 Contract for Delivery

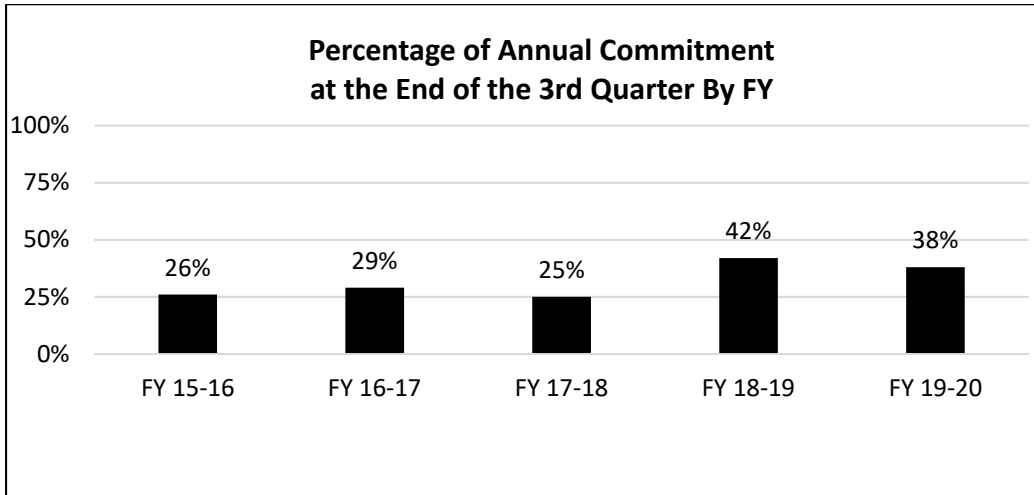
Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
147	178	83%	313	47%	305	97%	98%



Measure: Contract Value Delivered – 3rd Quarter Fiscal Year 2019-20

Fiscal Year 2019-20 Contract for Delivery (millions)

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
\$1,873	\$2,686	70%	\$4,947	38%	\$4,757	96%	90%



Construction: Projects Constructed

Projects Constructed Summary

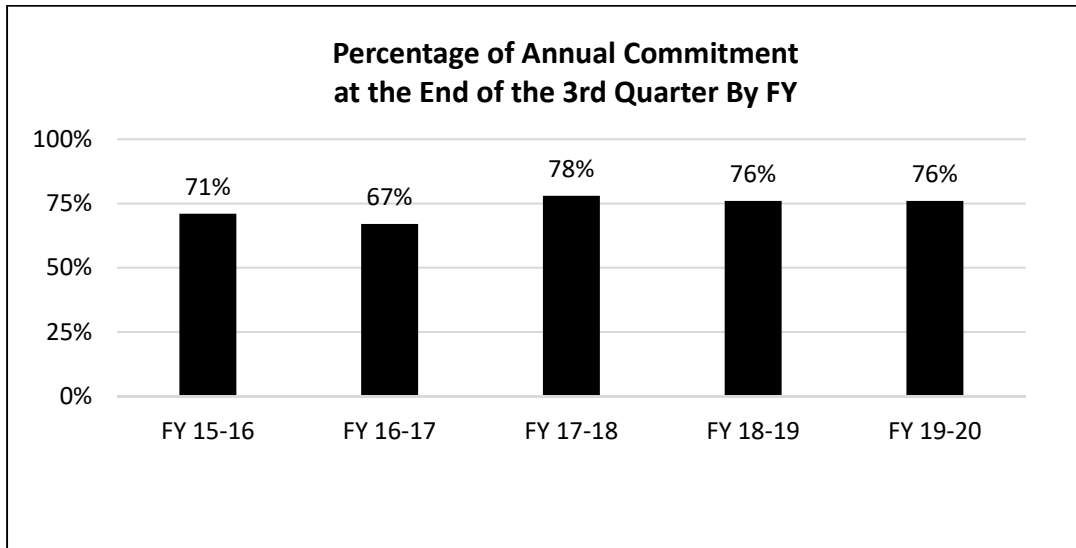
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor’s work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

In fiscal year 2019-20, Caltrans committed to complete construction of 184 projects. Through the end of the third quarter, fiscal year 2019-20, Caltrans has completed 139, or 76 percent of the annual commitment.

Measure: Projects Constructed – 3rd Quarter Fiscal Year 2019-20

Fiscal Year 2019-20

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Last Five Fiscal Year Average
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
139	153	91%	184	76%	179	97%	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.

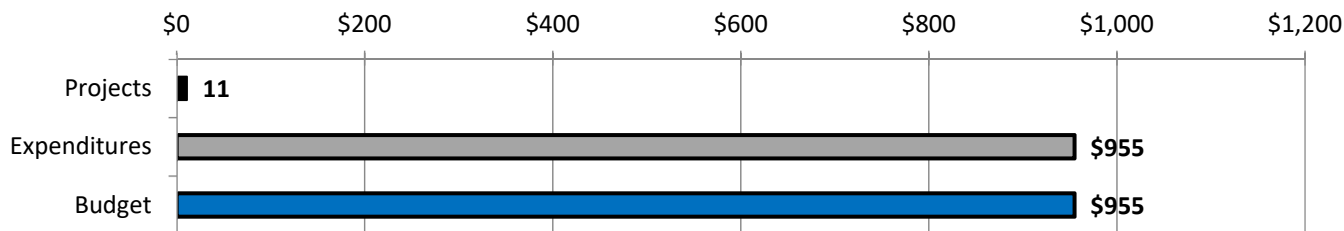
- *Through the end of the third quarter, fiscal year 2019-20, Caltrans has closed out 11 State Transportation Improvement Program projects. The final approved budget for these projects was \$955 million. The actual cost to complete these projects was \$955 million, or 100 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2019-20, Caltrans has closed out 181 State Highway Operation and Protection Program projects. The final approved budget for these projects was \$1,706 million. The actual cost to complete these projects was \$1,571 million, or 92 percent of the final approved budget.*

Measure: Program Costs – 3rd Quarter Fiscal Year 2019-20

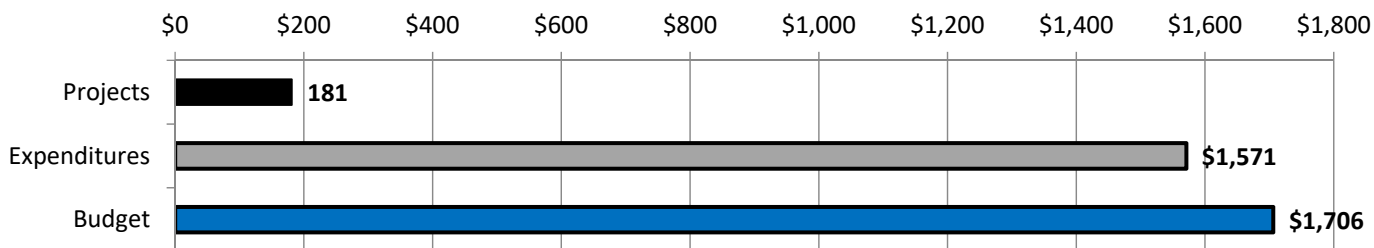
Program	Budget (millions)	Expended (millions)	Savings (millions)	Percent Expended	Last Five Fiscal Year Average
STIP	\$955	\$955	\$0	100%	95%
SHOPP	\$1,706	\$1,571	\$135	92%	91%

¹ Dollars are rounded to the nearest million.

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 third 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	20,708	22,734	21,221	112,130	111,800	111,515
CMAQ	1,390	1,390	1,390	13,694	13,694	13,694
RTE 99	1,200	1,200	1,120	3,300	3,300	1,760
TCIF				900	900	900
SHOPP³				6,000	6,000	6,000
OTHER⁴	40,392	43,793	43,785	483,602	604,141	589,419

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 Third 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 ²	Approved Budget ³	Actual Costs	Approved Budget ³	Actual Costs	Approved Budget ³	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
3rd Quarter										
ORA 74 12-0E31A, Replacment Planting Project for OE310	-	\$ 440	\$ 489	\$ 952	\$ 855	\$ 1,392	\$ 1,344	14/15	14/15	0 On Time
SAC 99 W. Elkhorn Aux Lanes	\$ 1,805	\$ 1,995	\$ 1,896	\$ 4,054	\$ 3,560	\$ 6,049	\$ 5,455	17/18	17/18	0 On Time
Totals		\$ 164,938	\$ 165,055	\$ 789,770	\$ 789,950	\$ 954,708	\$ 955,005			

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 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.

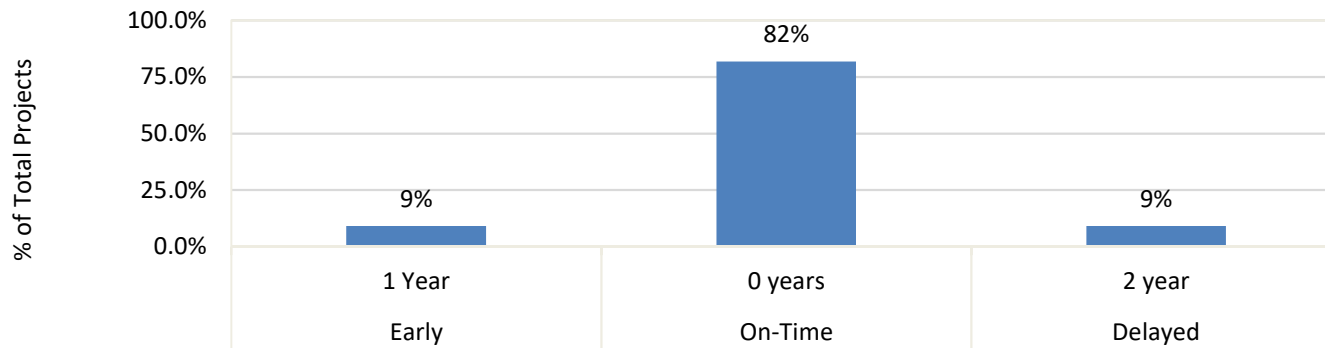
³ Budget information is included, if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies. Capital Budget consists of Construction and Right of Way Capital.

**(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	9	1
Approved Capital Budget (\$1,000's)	\$ 511,742	\$ 270,643	\$ 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		
1st Quarter																
HUM 036 HUM-36 storm repairs	\$ 360	\$ 360	\$ 1,070	\$ 8,415	\$ 8,403	\$ 8,775	\$ 9,473	No	16/17	16/17	0	On Time	1	1	Location(s)	
MEN 162 Middle Way Wall	\$ 1,680	\$ 3,610	\$ 4,108	\$ 5,324	\$ 4,722	\$ 8,934	\$ 8,830	Yes	13/14	16/17	(3)	Delayed	1	1	Location(s)	
MEN 101 FIRES NEAR UKIAH & WILLITS	\$ 1,275	\$ 1,275	\$ 1,076	\$ 10,010	\$ 9,804	\$ 11,285	\$ 10,879	Yes	17/18	17/18	0	On Time	1	1	Location(s)	
MEN 001 Remove Slide Debris, Stabilize Slope	\$ 530	\$ 530	\$ 884	\$ 9,050	\$ 8,825	\$ 9,580	\$ 9,709	No	16/17	16/17	0	On Time	1	1	Location(s)	
SHA 005 Repair Failed Slope	\$ 1,500	\$ 1,500	\$ 336	\$ 5,100	\$ 3,197	\$ 6,600	\$ 3,534	Yes	17/18	17/18	0	On Time	1	1	Location(s)	
BUT 191 Paradise - Road Realignment	\$ 4,846	\$ 5,950	\$ 4,280	\$ 24,162	\$ 17,987	\$ 30,112	\$ 22,267	Yes	15/16	16/17	(1)	Delayed	140	140	Collision(s) reduced	
VAR VAR 49/174 Tree Removal	\$ 1,752	\$ 1,752	\$ 613	\$ 1,983	\$ 1,634	\$ 3,735	\$ 2,248	Yes	17/18	17/18	0	On Time	534	602	Location(s)	
VAR VAR Enhance Crosswalk	\$ 1,070	\$ 1,070	\$ 1,767	\$ 1,728	\$ 1,141	\$ 2,798	\$ 2,907	No	16/17	16/17	0	On Time	244	134	Collision(s) reduced	
MRN 001 Washout near Marin City	\$ 746	\$ 2,630	\$ 2,357	\$ 2,259	\$ 1,365	\$ 4,889	\$ 3,723	Yes	14/15	16/17	(2)	Delayed	1	1	Location(s)	
SOL 780 Laurel Street OC	\$ 644	\$ 3,453	\$ 4,987	\$ 7,231	\$ 5,585	\$ 10,684	\$ 10,572	Yes	15/16	15/16	0	On Time	1	1	Bridge(s)	
SCL 237 SCL 237, Concrete Barrier	\$ 995	\$ 995	\$ 1,106	\$ 1,601	\$ 1,353	\$ 2,596	\$ 2,459	Yes	16/17	16/17	0	On Time	2.3	2.3	Collision(s) reduced	
SCL 152 Route 152-Shoulder widening	\$ 2,936	\$ 2,936	\$ 2,642	\$ 4,766	\$ 3,555	\$ 7,702	\$ 6,197	Yes	15/16	16/17	(1)	Delayed	62	62	Collision(s) reduced	
SON 101 SON 101 Off-ramp Improvement	\$ 900	\$ 1,185	\$ 1,253	\$ 1,170	\$ 986	\$ 2,355	\$ 2,239	Yes	16/17	16/17	0	On Time	30		Collision(s) reduced	
CC 004 Construct Maintenance Vehicle Pullouts	\$ 1,570	\$ 2,600	\$ 2,988	\$ 6,393	\$ 4,705	\$ 8,993	\$ 7,693	Yes	16/17	16/17	0	On Time	2	15	Location(s)	
SM 001 PIGEON POINT ROAD	\$ 1,121	\$ 2,310	\$ 2,398	\$ 1,302	\$ 952	\$ 3,612	\$ 3,350	Yes	14/15	16/17	(2)	Delayed	1	2	Location(s)	
CC 004 Place Rock Slope Protection	\$ 1,328	\$ 1,888	\$ 1,912	\$ 1,888	\$ 1,472	\$ 3,776	\$ 3,384	Yes	17/18	17/18	0	On Time	2	2	Location(s)	
MON 001 Remove Slide Debris	\$ 1,560	\$ 1,560	\$ 794	\$ 5,550	\$ 5,454	\$ 7,110	\$ 6,248	Yes	16/17	16/17	0	On Time	8	8	Location(s)	
MON 001 Remove Slide Debris, Recons Embankment	\$ 405	\$ 405	\$ 656	\$ 2,520	\$ 2,326	\$ 2,925	\$ 2,982	No	16/17	16/17	0	On Time	4	4	Location(s)	
MON 001 Worker Safety Improvements, MON County	\$ 1,406	\$ 2,296	\$ 2,261	\$ 3,432	\$ 3,105	\$ 5,728	\$ 5,366	Yes	17/18	17/18	0	On Time	66	28	Location(s)	
KIN 041 KANSAS Ave Intersection	\$ 1,980	\$ 1,980	\$ 1,448	\$ 1,814	\$ 1,451	\$ 3,794	\$ 2,899	Yes	17/18	17/18	0	On Time	20	11	Collision(s) reduced	
KIN 041 Kings 41 Rumble Strips	\$ 1,260	\$ 1,260	\$ 814	\$ 3,154	\$ 2,791	\$ 4,414	\$ 3,605	Yes	17/18	17/18	0	On Time	62	62	Collision(s) reduced	
KIN 005 Lost Hills Rubber Rehab	\$ 3,460	\$ 4,190	\$ 2,223	\$ 20,423	\$ 18,235	\$ 24,613	\$ 20,458	Yes	18/19	17/18	1	Early	36	36	Lane mile(s)	
LA 101 CapM SF Valley	\$ 8,000	\$ 8,000	\$ 7,741	\$ 62,715	\$ 54,705	\$ 70,715	\$ 62,445	Yes	13/14	13/14	0	On Time	158	189	Lane mile(s)	
LA 091 Roadway Rehabilitation	\$ 3,465	\$ 3,465	\$ 7,492	\$ 19,314	\$ 14,976	\$ 22,779	\$ 22,468	Yes	14/15	14/15	0	On Time	42	42	Lane mile(s)	
LA 010 Upgrade RMS - 10	\$ 1,440	\$ 1,440	\$ 2,252	\$ 3,829	\$ 3,275	\$ 5,269	\$ 5,527	No	14/15	14/15	0	On Time	27	27	Field element(s)	
LA 105 Light and Sign	\$ 2,000	\$ 2,000	\$ 1,754	\$ 3,674	\$ 3,422	\$ 5,674	\$ 5,176	Yes	14/15	14/15	0	On Time	177	177	Collision(s) reduced	
LA 005 Safety Enhancement	\$ 875	\$ 1,850	\$ 2,337	\$ 5,536	\$ 4,733	\$ 7,386	\$ 7,071	Yes	15/16	15/16	0	On Time	5	4.5	Location(s)	
LA 134 Stormwater Mitigation	\$ 1,850	\$ 875	\$ 856	\$ 1,137	\$ 986	\$ 2,012	\$ 1,842	Yes	14/15	13/14	1	Early	22	5.7	Acre(s) treated/pollutant	
LA 110 Maintenance Vehicle Pullout, Access Gates	\$ 610	\$ 1,536	\$ 1,353	\$ 1,028	\$ 656	\$ 2,564	\$ 2,009	Yes	16/17	16/17	0	On Time	76	54	Location(s)	
LA 101 Repair Ramps/ADA Ramps	\$ 783	\$ 1,685	\$ 1,015	\$ 364	\$ 267	\$ 2,049	\$ 1,282	Yes	16/17	16/17	0	On Time	0.5	0.52	Lane mile(s)	
LA 101 Construct Roadside Paving, Access Gates	\$ 812	\$ 812	\$ 1,225	\$ 1,543	\$ 1,396	\$ 2,355	\$ 2,621	No	14/15	14/15	0	On Time	10	9	Location(s)	
SBD 062 Sbd 62 Median Curb in Morongo Valley	\$ 2,620	\$ 2,620	\$ 3,037	\$ 3,696	\$ 3,627	\$ 6,316	\$ 6,663	No	15/16	15/16	0	On Time	56	56	Collision(s) reduced	
SBD 071 SBD 71 SEDIMENT CONTROL IN CHINO	\$ 683	\$ 727	\$ 807	\$ 722	\$ 516	\$ 1,449	\$ 1,323	Yes	16/17	16/17	0	On Time	20	20	Acre(s) treated/pollutant	
VAR VAR SBD/RIV VAR CO REPLACE ESU/HAR	\$ 727	\$ 1,496	\$ 1,278	\$ 2,686	\$ 2,602	\$ 4,182	\$ 3,880	Yes	15/16	15/16	0	On Time	24	24	Field element(s)	
SBD 038 SBD 38 IMPLEMENT SEDIMENT CONTROLS	\$ 1,030	\$ 967	\$ 1,351	\$ 522	\$ 282	\$ 1,989	\$ 1,633	Yes	16/17	16/17	0	On Time	58	58	Acre(s) treated/pollutant	
SBD 210 SBD 210 FOC PHASE 1	\$ 984	\$ 1,484	\$ 1,157	\$ 3,022	\$ 2,671	\$ 4,006	\$ 3,828	Yes	16/17	15/16	1	Early	7	7	Field element(s)	
SJ 012 BOULDIN ISLAND REHAB	\$ 9,290	\$ 9,675	\$ 12,008	\$ 49,106	\$ 46,154	\$ 58,781	\$ 58,161	Yes	12/13	12/13	0	On Time				
SJ 099 Highway Planting Restoration	\$ 2,327	\$ 2,327	\$ 2,049	\$ 5,972	\$ 5,312	\$ 8,299	\$ 7,361	Yes	16/17	16/17	0	On Time	5,165	4,199	Location(s)	
SD 005 I-5 RAMP METERS	\$ 3,623	\$ 3,921	\$ 4,885	\$ 10,410	\$ 8,993	\$ 14,331	\$ 13,888	Yes	16/17	15/16	1	Early	8	8	Field element(s)	
SD 094 CURVE REALIGNMENT E OF CAMPO CR BR	\$ 2,979	\$ 3,570	\$ 3,740	\$ 5,420	\$ 4,551	\$ 8,990	\$ 8,291	Yes	15/16	15/16	0	On Time	20	28	Collision(s) reduced	
SD 079 SR-79-PM-34.2/36.5 - BRIDGE RAILS UPGRADE	\$ 1,258	\$ 2,548	\$ 2,523	\$ 1,899	\$ 1,128	\$ 4,447	\$ 3,651	Yes	16/17	16/17	0	On Time	507	507	Linear Feet	
SD 005 IRIS AVE/OTAY RIVER BR WORKER SFY	\$ 2,108	\$ 2,548	\$ 2,916	\$ 2,999	\$ 2,569	\$ 5,547	\$ 5,485	Yes	16/17	16/17	0	On Time	41	41	Location(s)	
SD 052 SD-52/805 MEDIAN EROSION REPAIR	\$ 1,509	\$ 1,769	\$ 1,504	\$ 1,291	\$ 1,119	\$ 3,060	\$ 2,624	Yes	17/18	17/18	0	On Time	3.6	3.6	Acre(s) treated/pollutant	
ORA 001 12-0N910 PCH Repair Bike Path & Slope	\$ 1,000	\$ 1,675	\$ 2,093	\$ 928	\$ 766	\$ 2,603	\$ 2,859	No	16/17	16/17	0	On Time	1	1	Location(s)	
ORA 039 12-0N710 Rte 39 modify signals, refresh stripings & pavement	\$ 1,040	\$ 1,218	\$ 1,111	\$ 345	\$ 254	\$ 1,563	\$ 1,366	Yes	16/17	16/17	0	On Time	93	23	Collision(s) reduced	
ORA 005 12-0M490 Rte 5 El Camino-ENHANCE CURVE	\$ 3,715	\$ 5,956	\$ 6,610	\$ 12,167	\$ 11,709	\$ 18,123	\$ 18,319	No	15/16	15/16	0	On Time	70	70	Collision(s) reduced	
ORA 055 12-0H20U RT 55/73 IC Landscape Rehab	\$ 928	\$ 928	\$ 1,121	\$ 3,834	\$ 3,812	\$ 4,762	\$ 4,933	No	13/14	13/14	0	On Time	250	250	Acres	
ORA 005 12-0J61U Rt 405/5 IC Stormwater Source Control Project	\$ 1,778	\$ 1,778	\$ 1,820	\$ 5,511	\$ 5,092	\$ 7,289	\$ 6,912	Yes	13/14	13/14	0	On Time	64	64	Acre(s) treated/pollutant	
2nd Quarter																
MEN 101 SLIPOUT NEAR JITNEY GULCH	\$ 1,875	\$ 1,875	\$ 1,405	\$ 5,650	\$ 3,746	\$ 7,525	\$ 5,151	Yes	15/16	15/16	0	On Time	1	1	Location(s)	
MEN 001 REPAIR BRIDGE	\$ 255	\$ 255	\$ 87	\$ 645	\$ 330	\$ 900	\$ 417	Yes	17/18	17/18	0	On Time	1	1	Location(s)	
HUM 254 REPAIR SLIPOUT	\$ 925	\$ 925	\$ 708	\$ 3,025	\$ 1,479	\$ 3,950	\$ 2,187	Yes	16/17	16/17	0	On Time	2	2	Location(s)	
HUM 101 REPAIR AIRPORT ROAD TIDEGATE	\$ 525	\$ 525	\$ 225	\$ 1,025	\$ 299	\$ 1,550	\$ 525	Yes	18/19	18/19	0	On Time	1	1	Location(s)	
MEN 101 REPAIR UKIAH CULVERT	\$ 280	\$ 280	\$ 195	\$ 635	\$ 442	\$ 915	\$ 637	Yes	18/19	18/19	0	On Time	2	2	Location(s)	
HUM VAR REPAIR STRUCTURE	\$ 1,005	\$ 1,005	\$ 288	\$ 2,510	\$ 869	\$ 3,515	\$ 1,157	Yes	18/19	18/19	0	On Time	1	1	Location(s)	
SHA 005 Antlers Br Replacement	\$ 25,689	\$ 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)	

(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
											On Time	Delayed			
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 Dunsuir 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	Acre(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	10,000	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	Acre(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	Acre(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	\$ 2,111	\$ 2,313	\$ 3,742	\$ 3,331	\$ 6,153	\$ 5,644	Yes	17/18	17/18	0	On Time	39	42	Location(s)
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)

(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	
ORA 074 12-0L720_CONS 4 FOOT SHOULDER	\$ 8,350	\$ 11,873	\$ 11,054	\$ 9,835	\$ 8,235	\$ 21,708	\$ 19,289	Yes	12/13	15/16	(3) Delayed	8	8	Collision(s) reduced	
3rd Quarter															
HUM 299 CEDAR CREEK STORM REPAIRS	\$ 360	\$ 360	\$ 350	\$ 1,760	\$ 1,743	\$ 2,120	\$ 2,093	Yes	16/17	16/17	0 On Time	1	1	Location(s)	
MEN 271 McCoy Creek Bridge Replacement	\$ 3,475	\$ 4,419	\$ 3,201	\$ 5,589	\$ 4,845	\$ 10,008	\$ 8,046	Yes	17/18	17/18	0 On Time	1	1	Bridge(s)	
MEN 162 REPAIR MEN-162 SLIPOUT	\$ 2,000	\$ 2,000	\$ 1,430	\$ 11,725	\$ 10,550	\$ 13,725	\$ 11,980	Yes	17/18	17/18	0 On Time	1	1	Location(s)	
HUM VAR BRIDGE CLEANUP	\$ 835	\$ 835	\$ 708	\$ 2,575	\$ 1,654	\$ 3,410	\$ 2,362	Yes	18/19	17/18	1 Early	8	11	Location(s)	
MEN 020 MEN 20 & Potter Valley Road	\$ 1,595	\$ 1,595	\$ 1,699	\$ 2,767	\$ 2,625	\$ 4,362	\$ 4,324	Yes	17/18	17/18	0 On Time	20	20	Collision(s) reduced	
PLU 070 Spring Garden Bridge Rehabilitation	\$ 5,200	\$ 5,635	\$ 5,803	\$ 11,608	\$ 10,710	\$ 17,243	\$ 16,513	Yes	15/16	15/16	0 On Time	1	1	Bridge(s)	
TRI 036 Dubakella Slip-out	\$ 300	\$ 300	\$ 279	\$ 2,500	\$ 1,894	\$ 2,800	\$ 2,174	Yes	18/19	18/19	0 On Time	1	1	Location(s)	
PLU 070 Opabee Curve Improvement	\$ 1,142	\$ 1,715	\$ 1,554	\$ 3,053	\$ 2,692	\$ 4,768	\$ 4,246	Yes	17/18	17/18	0 On Time	20	20	Collision(s) reduced	
SIS 097 Grass Lake SRRA Sewer/Water Restoration	\$ 1,600	\$ 1,600	\$ 1,757	\$ 3,416	\$ 3,356	\$ 5,016	\$ 5,113	No	17/18	17/18	0 On Time	1	1	Location(s)	
VAR VAR Delta Fire Restoration	\$ 1,800	\$ 1,800	\$ 625	\$ 10,200	\$ 9,034	\$ 12,000	\$ 9,659	Yes	18/19	18/19	0 On Time	2	2	Location(s)	
VAR 080 Install Ramp Meters	\$ 1,300	\$ 4,454	\$ 4,086	\$ 4,581	\$ 4,265	\$ 9,035	\$ 8,351	Yes	17/18	17/18	0 On Time	4	7	Field element(s)	
ED VAR El Dorado 49/193 Tree Removal	\$ 2,072	\$ 2,072	\$ 631	\$ 1,357	\$ 820	\$ 3,429	\$ 1,452	Yes	17/18	17/18	0 On Time	589	523	Location(s)	
VAR VAR Lake Tahoe 28, 89, 267 Tree Removal	\$ 2,475	\$ 2,475	\$ 531	\$ 1,906	\$ 1,306	\$ 4,381	\$ 1,838	Yes	17/18	17/18	0 On Time	549	522	Location(s)	
SIE VAR Sierra 49/89 Tree Removal	\$ 1,573	\$ 1,573	\$ 543	\$ 2,072	\$ 1,867	\$ 3,645	\$ 2,410	Yes	17/18	17/18	0 On Time	1,333	1,223	Location(s)	
SON 116 Son 116 Mitigation	\$ 2,520	\$ 2,520	\$ 2,214	\$ 4,145	\$ 2,209	\$ 6,665	\$ 4,422	Yes	11/12	11/12	0 On Time	4	4	Collision(s) reduced	
MRN 001 Estero Americano bridge replacement	\$ 2,790	\$ 5,990	\$ 6,337	\$ 12,188	\$ 9,457	\$ 18,178	\$ 15,794	Yes	15/16	15/16	0 On Time	1	1	Bridge(s)	
ALA 880 ENV Mitigation Site 1	\$ 1,044	\$ 1,044	\$ 1,390	\$ 1,286	\$ 484	\$ 2,330	\$ 1,874	Yes	14/15	14/15	0 On Time	2.3	2.3	Collision(s) reduced	
MRN 001 OLEMA CREEK	\$ 3,600	\$ 4,400	\$ 4,991	\$ 3,301	\$ 2,926	\$ 7,701	\$ 7,917	No	11/12	17/18	(6) Delayed	2	2	Location(s)	
ALA VAR CONSTRUCT CURB RAMPS/PASSAGEWAYS, ADA, 7 LOCATIONS	\$ 1,380	\$ 1,935	\$ 2,069	\$ 789	\$ 628	\$ 2,724	\$ 2,697	Yes	17/18	17/18	0 On Time	5	5	Field element(s)	
SOL 080 Median Barrier	\$ 5,000	\$ 5,000	\$ 4,556	\$ 8,722	\$ 7,120	\$ 13,722	\$ 11,677	Yes	17/18	17/18	0 On Time	78	78	Collision(s) reduced	
MRN 101 MRN-101 Storm damage restoration	\$ 1,241	\$ 1,324	\$ 1,352	\$ 2,535	\$ 1,688	\$ 3,859	\$ 3,040	Yes	16/17	17/18	(1) Delayed	3	2	Location(s)	
SM 092 92 RSP	\$ 1,025	\$ 1,025	\$ 969	\$ 610	\$ 283	\$ 1,635	\$ 1,253	Yes	17/18	17/18	0 On Time	1	1	Location(s)	
VAR VAR EFA Contract #05A1960	\$ 890	\$ 890	\$ 2,198	\$ 8,040	\$ 7,797	\$ 8,930	\$ 9,995	No	16/17	16/17	0 On Time	14	39	Location(s)	
SB 192 Arroyo Paredon EFA	\$ 4,500	\$ 4,500	\$ 2,570	\$ 12,500	\$ 4,057	\$ 17,000	\$ 6,627	Yes	17/18	17/18	0 On Time	1	1	Location(s)	
SCR 152 Scr 152 ADA	\$ 1,733	\$ 1,864	\$ 2,018	\$ 1,911	\$ 1,633	\$ 3,775	\$ 3,652	Yes	17/18	17/18	0 On Time	73	164	Location(s)	
KER 099 Famoso SR 46/99 Bridge	\$ 14,884	\$ 7,721	\$ 9,212	\$ 18,220	\$ 22,038	\$ 25,941	\$ 31,250	No	15/16	16/17	(1) Delayed	1	1	Bridge(s)	
FRE 041 41 Seismic Retrofit	\$ 3,791	\$ 3,791	\$ 4,810	\$ 5,025	\$ 4,433	\$ 8,816	\$ 9,243	No	15/16	15/16	0 On Time	2	2	Structure(s)	
FRE 005 Derrick CAPM	\$ 1,740	\$ 1,770	\$ 1,853	\$ 14,106	\$ 12,527	\$ 15,876	\$ 14,380	Yes	17/18	17/18	0 On Time	40	40	Lane mile(s)	
FRE 043 Highland Rumble Strip	\$ 974	\$ 974	\$ 438	\$ 660	\$ 540	\$ 1,634	\$ 979	Yes	18/19	18/19	0 On Time	16	16	Collision(s) reduced	
VAR 099 Kingsburg to Fowler Roadside Safety Improvements	\$ 1,454	\$ 1,454	\$ 1,661	\$ 3,461	\$ 2,727	\$ 4,915	\$ 4,388	Yes	18/19	17/18	1 Early	45	45	Location(s)	
LA 001 1 amber alert	\$ 2,338	\$ 2,338	\$ 2,462	\$ 5,912	\$ 5,590	\$ 8,250	\$ 8,052	Yes	17/18	15/16	2 Early	50	50	Field element(s)	
VAR 101 LA 110 ADA	\$ 1,000	\$ 2,057	\$ 3,541	\$ 2,098	\$ 1,713	\$ 4,155	\$ 5,254	No	16/17	16/17	0 On Time	97	86	Structure(s)	
LA 210 210 Lowell Broker 4	\$ 810	\$ 1,596	\$ 1,665	\$ 1,110	\$ 870	\$ 2,706	\$ 2,535	Yes	16/17	16/17	0 On Time	33	33	Location(s)	
LA 057 LA 57 ADA	\$ 1,000	\$ 2,350	\$ 2,647	\$ 1,343	\$ 983	\$ 3,693	\$ 3,630	Yes	16/17	16/17	0 On Time	48	34	Curb ramp(s)	
LA 005 I-5 SW mitigation	\$ 3,638	\$ 3,638	\$ 4,798	\$ 5,026	\$ 4,760	\$ 8,664	\$ 9,559	No	14/15	14/15	0 On Time	11.98	11.48	Acre(s) treated/pollutant	
LA 210 Upgrade Transportation MGMT System	\$ 6,440	\$ 6,440	\$ 4,510	\$ 14,039	\$ 13,487	\$ 20,479	\$ 17,996	Yes	14/15	14/15	0 On Time	210	219	Field element(s)	
RIV 074 Riv 74 MGS Palm Desert	\$ 2,180	\$ 2,874	\$ 3,111	\$ 4,627	\$ 3,982	\$ 7,501	\$ 7,093	Yes	16/17	16/17	0 On Time	126	126	Collision(s) reduced	
SBD 018 Sbd 18 Crestline CAPM	\$ 2,548	\$ 2,913	\$ 3,571	\$ 12,478	\$ 12,395	\$ 15,391	\$ 15,966	No	17/18	16/17	1 Early	34.8	34.8	Lane mile(s)	
RIV 015 RIV 15 TMS Upgrades	\$ 7,531	\$ 6,176	\$ 4,088	\$ 17,227	\$ 15,817	\$ 23,403	\$ 19,905	Yes	15/16	15/16	0 On Time	135	134	Field element(s)	
RIV 074 RIV 74 WARREN RD REPLACE CULVERT DO	\$ 360	\$ 360	\$ 338	\$ 850	\$ 702	\$ 1,210	\$ 1,039	Yes	18/19	18/19	0 On Time	1	1	Location(s)	
SBD 010 SBD 10 Redlands Lane Replacement	\$ 4,436	\$ 4,406	\$ 4,730	\$ 19,852	\$ 18,540	\$ 24,258	\$ 23,270	Yes	16/17	16/17	0 On Time	13.6	13.6	Lane mile(s)	
SBD 247 SBD-247 CL & SHOULDER RUMBLE STRIPS	\$ 1,930	\$ 1,930	\$ 968	\$ 1,201	\$ 1,014	\$ 3,131	\$ 1,982	Yes	19/20	18/19	1 Early	65	68	Collision(s) reduced	
RIV 010 Riv 10 & 111 SEISMIC RETROFIT	\$ 2,428	\$ 3,056	\$ 2,921	\$ 3,220	\$ 3,001	\$ 6,276	\$ 5,921	Yes	16/17	16/17	0 On Time	3	2	Bridge(s)	
RIV 060 RIV 60 MORENO VALLEY GORE IMPROVEMENTS	\$ 1,011	\$ 1,074	\$ 1,168	\$ 1,877	\$ 1,489	\$ 2,951	\$ 2,657	Yes	17/18	17/18	0 On Time	66	66	Location(s)	
RIV 243 RIV 243 LAKE FULMER BR DO	\$ 510	\$ 510	\$ 286	\$ 814	\$ 610	\$ 1,324	\$ 896	Yes	18/19	18/19	0 On Time	1	1	Location(s)	
RIV 215 RIV 215 INSTALL AN OUTER SEPARATION BARRIER	\$ 2,112	\$ 2,112	\$ 1,365	\$ 2,330	\$ 1,945	\$ 4,442	\$ 3,309	Yes	18/19	18/19	0 On Time	23	23	Collision(s) reduced	
RIV 074 RIV 74 SLOPE STABILIZATION	\$ 810	\$ 810	\$ 979	\$ 599	\$ 438	\$ 1,409	\$ 1,417	No	18/19	18/19	0 On Time	1	1	Location(s)	
SBD 038 SBD 38 Santa Ana River Br Rehab	\$ 1,016	\$ 1,885	\$ 2,052	\$ 1,534	\$ 1,419	\$ 3,419	\$ 3,472	No	17/18	17/18	0 On Time	1	1	Bridge(s)	
RIV 091 HOV BUFFER STRIPING RIV-91	\$ 301	\$ 301	\$ 494	\$ 284	\$ 176	\$ 585	\$ 670	No	18/19	18/19	0 On Time	126	126	1,000 vehicle hour(s)/yr	
SBD 095 RIV 95 WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$ 550	\$ 1,250	\$ 1,532	\$ 1,158	\$ 1,010	\$ 1,708	\$ 2,542	No	16/17	16/17	0 On Time	11	11	Collision(s) reduced	
MNO 395 Sheep Ranch Shoulders	\$ 2,390	\$ 4,445	\$ 3,091	\$ 11,860	\$ 11,568	\$ 16,305	\$ 14,659	Yes	13/14	16/17	(3) Delayed	42	42	Collision(s) reduced	
MNO 395 Crestview Maintenance Station	\$ 1,605	\$ 1,605	\$ 1,743	\$ 3,020	\$ 2,832	\$ 4,625	\$ 4,575	Yes	15/16	15/16	0 On Time	1	1	Location(s)	
INY 190 Towne Pass Curves	\$ 2,035	\$ 2,035	\$ 1,866	\$ 2,608	\$ 1,971	\$ 4,643	\$ 3,837	Yes	17/18	17/18	0 On Time	40	34	Collision(s) reduced	
SJ 099 SJ 99 ADA Improvements	\$ 647	\$ 1,235	\$ 1,578	\$ 1,259	\$ 1,042	\$ 2,494	\$ 2,619	No	18/19	17/18	1 Early	40	40	Curb ramp(s)	
ALP VAR ALP, CAL, AMA TREE PRUNING	\$ 3,783	\$ 3,783	\$ 1,676	\$ 9,998	\$ 8,562	\$ 13,781	\$ 10,238	Yes	17/18	17/18	0 On Time	9,000	12,458	Location(s)	
SJ 005 Mathews Road UC	\$ 1,605	\$ 1,803	\$ 1,545	\$ 1,671	\$ 1,270	\$ 3,474	\$ 2,815	Yes	17/18	17/18	0 On Time	1	1	Bridge(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		
SJ 005 SJ I-5 MVP & ROADSIDE PAVING	\$ 680	\$ 1,160	\$ 1,298	\$ 3,182	\$ 2,524	\$ 4,342	\$ 3,821	Yes	17/18	17/18	0	On Time	61	60	Location(s)	
STA 099 STA SR 99 Replace Bridge Deck AC Overlay	\$ 2,205	\$ 2,205	\$ 1,911	\$ 6,127	\$ 5,263	\$ 8,332	\$ 7,174	Yes	18/19	17/18	1	Early	6	6	Bridge(s)	
CAL 004 SR 4 and SR 26 in Calaveras, Amador, and Alpine Co.	\$ 1,545	\$ 1,545	\$ 1,305	\$ 2,584	\$ 1,971	\$ 4,129	\$ 3,277	Yes	18/19	18/19	0	On Time	55	24	Collision(s) reduced	
SD 805 SR-805 MVPS	\$ 1,679	\$ 2,199	\$ 2,555	\$ 2,806	\$ 2,724	\$ 5,005	\$ 5,279	No	16/17	16/17	0	On Time	133	85	Location(s)	
SD 163 STRIPING HFST RS UPGR END TREATMENTS	\$ 2,157	\$ 2,501	\$ 3,147	\$ 7,860	\$ 7,460	\$ 10,361	\$ 10,607	No	16/17	16/17	0	On Time	45	10	Collision(s) reduced	
SD 052 SR 52 MEDIAN BARRIER	\$ 1,266	\$ 1,266	\$ 941	\$ 1,313	\$ 1,127	\$ 2,579	\$ 2,068	Yes	17/18	17/18	0	On Time	10	10	Collision(s) reduced	
ORA 005 12-0H028 Rt 5 CCTV, fiber opt. upgrade	\$ 1,860	\$ 1,860	\$ 1,831	\$ 1,270	\$ 982	\$ 3,130	\$ 2,813	Yes	18/19	17/18	1	Early	7	7.1	Field element(s)	
ORA 039 12-0N990 Rte 39 Modify Signals, safety Lighting	\$ 680	\$ 950	\$ 928	\$ 541	\$ 510	\$ 1,491	\$ 1,438	Yes	17/18	17/18	0	On Time	20	20	Collision(s) reduced	
ORA 005 12-0N650 Rte 5 Resurface AC surface with OGAC	\$ 1,025	\$ 1,025	\$ 1,181	\$ 2,289	\$ 2,090	\$ 3,314	\$ 3,272	Yes	17/18	17/18	0	On Time	70	70	Collision(s) reduced	
ORA 091 12-0N090 Rt 91/57 IC Roadside Worker Safety	\$ 1,000	\$ 1,000	\$ 897	\$ 3,084	\$ 2,964	\$ 4,084	\$ 3,861	Yes	17/18	17/18	0	On Time	60	60	Location(s)	
Totals	\$ 468,699	\$ 478,292	\$ 1,238,206	\$ 1,092,504	\$ 1,706,205	\$ 1,570,796										

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.

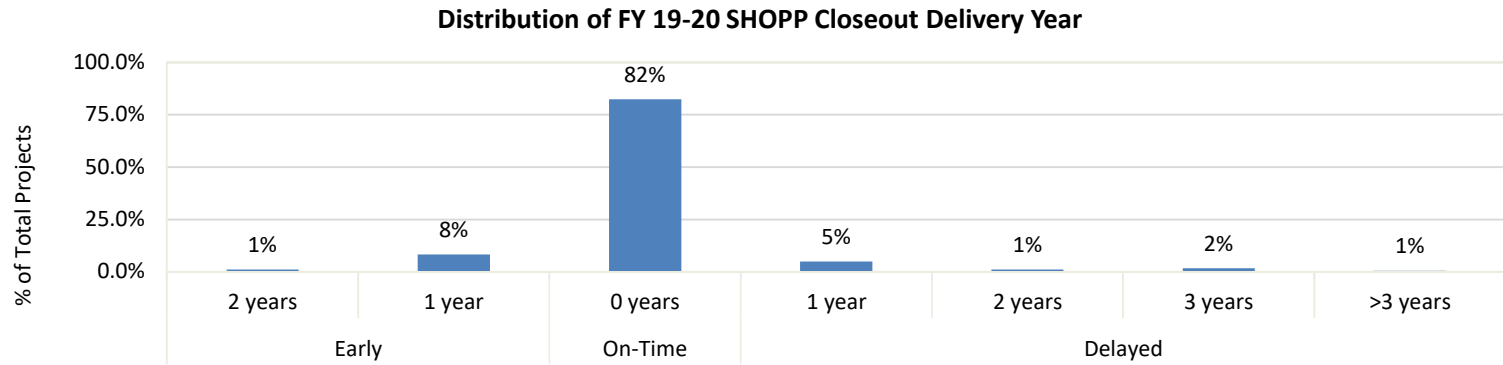
FY 2019-20 SHOPP Project Closeout Support Expenditure Analysis

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%	46	25%	\$ 113,268	\$ 67,640	\$ (45,628)	(40%)
80% to 120%	95	52%	\$ 254,423	\$ 256,558	\$ 2,135	1%
> 120%	40	22%	\$ 101,008	\$ 154,094	\$ 53,086	53%
Total	181	100%	\$ 468,699	\$ 478,292	\$ 9,593	2%

**(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	Greater than 3 years
Number of Projects	2	15	149	9	2	3	1
Approved Capital Budget (\$1,000's)	\$ 11,796	\$ 92,410	\$ 1,030,310	\$ 69,808	\$ 3,561	\$ 27,019	\$ 3,301



(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 12-0M490 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	Collision(s) reduced
	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							
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	Lane mile(s)
	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							
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	Lane mile(s)
	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							
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	Collision(s) reduced
	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							
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	Lane mile(s)
	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							
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	Facilities
	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							

* 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						
3rd Quarter														
MRN 001 Estero Americano bridge replacement	PA&ED	\$ 1,290	\$0		\$1,290	\$1,455	-\$1,455							
	PS&E	\$ 1,810	\$0		\$1,810	\$2,556	-\$2,556							
	R/W Sup	\$ 270	\$0		\$270	\$37	-\$37							
	Con Sup	\$ 2,620	\$0		\$2,620	\$2,289	-\$2,289	15/16	15/16	0	On Time	1	1	Bridge(s)
	R/W Cap	\$ 1,530	\$0		\$1,530	\$15	-\$15							
	Con Cap	\$ 10,658	\$12,117		-\$1,459	\$9,443	\$2,674							
	Total		\$ 18,178	\$12,117		\$6,061	\$15,794	-\$3,677						
KER 099 Famoso SR 46/99 Bridge	PA&ED	\$ 701	\$0		\$701	\$1,544	-\$1,544							
	PS&E	\$ 2,920	\$3,350		-\$430	\$3,309	\$41							
	R/W Sup	\$ 900	\$1,060		-\$160	\$1,010	\$50							
	Con Sup	\$ 3,200	\$0		\$3,200	\$3,349	-\$3,349	15/16	16/17	-1	Delayed	1	1	Bridge(s)
	R/W Cap	\$ 1,265	\$0		\$1,265	\$5,789	-\$5,789							
	Con Cap	\$ 16,955	\$22,265		-\$5,310	\$16,250	\$6,015							
	Total		\$ 25,941	\$26,675		-\$734	\$31,250	-\$4,575						

* 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	
RIV 015 RIV 15 TMS Upgrades	PA&ED	\$ 1,140	\$0		\$1,140	\$1,237	-\$1,237							
	PS&E	\$ 1,786	\$0		\$1,786	\$962	-\$962							
	R/W Sup	\$ 30	\$0		\$30	\$28	-\$28							
	Con Sup	\$ 3,220	\$0		\$3,220	\$1,861	-\$1,861	15/16	15/16	0	On Time	135	134	Field element(s)
	R/W Cap	\$ 30	\$0		\$30	\$8	-\$8							
	Con Cap	\$ 17,197	\$18,843		-\$1,646	\$15,808	\$3,035							
	Total		\$ 23,403	\$18,843		\$4,560	\$19,905	-\$1,062						
LA 210 Upgrade Transportation MGMT System	PA&ED	\$ -	\$0		\$0	\$0	\$0							
	PS&E	\$ 2,940	\$0		\$2,940	\$1,910	-\$1,910							
	R/W Sup	\$ 2	\$0		\$2	\$0	\$0							
	Con Sup	\$ 3,498	\$0		\$3,498	\$2,600	-\$2,600	14/15	14/15	0	On Time	210	219	Field element(s)
	R/W Cap	\$ 10	\$0		\$10	\$0	\$0							
	Con Cap	\$ 14,029	\$17,328		-\$3,299	\$13,487	\$3,841							
	Total		\$ 20,479	\$17,328		\$3,151	\$17,996	-\$668						
SB 192 Arroyo Paredon EFA	PA&ED	\$ 300	\$0		\$300	\$101	-\$101							
	PS&E	\$ 1,500	\$0		\$1,500	\$924	-\$924							
	R/W Sup	\$ 300	\$0		\$300	\$106	-\$106							
	Con Sup	\$ 2,400	\$2,400		\$0	\$1,440	\$960	17/18	17/18	0	On Time	1	1	Location(s)
	R/W Cap	\$ 2,500	\$0		\$2,500	\$29	-\$29							
	Con Cap	\$ 10,000	\$10,000		\$0	\$4,028	\$5,972							
	Total		\$ 17,000	\$12,400		\$4,600	\$6,627	\$5,773						
SBD 010 SBD 10 Redlands Lane Replacement	PA&ED	\$ -	\$0		\$0	\$0	\$0							
	PS&E	\$ 1,738	\$1,738		\$0	\$1,631	\$107							
	R/W Sup	\$ 45	\$45		\$0	\$12	\$33							
	Con Sup	\$ 2,623	\$2,623		\$0	\$3,087	-\$464	16/17	16/17	0	On Time	13.6	13.6	Lane mile(s)
	R/W Cap	\$ 7	\$0		\$7	\$0	\$0							
	Con Cap	\$ 19,845	\$25,647		-\$5,802	\$18,540	\$7,107							
	Total		\$ 24,258	\$30,053		-\$5,795	\$23,270	\$6,783						
FRE 005 Derrick CAPM	PA&ED	\$ 147	\$310		-\$163	\$366	-\$56							
	PS&E	\$ 600	\$600		\$0	\$695	-\$95							
	R/W Sup	\$ 11	\$0		\$11	\$0	\$0							
	Con Sup	\$ 1,012	\$1,200		-\$188	\$792	\$408	17/18	17/18	0	On Time	40	40	Lane mile(s)
	R/W Cap	\$ 20	\$0		\$20	\$0	\$0							
	Con Cap	\$ 14,086	\$14,811		-\$725	\$12,527	\$2,284							
	Total		\$ 15,876	\$16,921		-\$1,045	\$14,380	\$2,541						

* 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: FY 19/20 - Q3
 Number of Projects in this Aggregated Summary: 155

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	\$48,109	\$12,721	\$0	\$35,388	\$46,018	-\$33,297
	Other				\$0		\$0
	Total	\$48,109	\$12,721	\$0	\$35,388	\$46,018	-\$33,297
PS&E Support	SHOPP	\$102,775	\$85,231	\$0	\$17,544	\$115,358	-\$30,127
	Other				\$0		\$0
	Total	\$102,775	\$85,231	\$0	\$17,544	\$115,358	-\$30,127
Right of Way Support	SHOPP	\$14,491	\$12,766	\$0	\$1,725	\$6,267	\$6,499
	Other				\$0		\$0
	Total	\$14,491	\$12,766	\$0	\$1,725	\$6,267	\$6,499
Construction Support	SHOPP	\$132,225	\$68,041	\$0	\$64,184	\$117,683	-\$49,642
	Other				\$0		\$0
	Total	\$132,225	\$68,041	\$0	\$64,184	\$117,683	-\$49,642
Right of Way Capital	SHOPP	\$11,919	\$0	\$0	\$11,919	\$2,505	-\$2,505
	Other				\$0		\$0
	Total	\$11,919	\$0	\$0	\$11,919	\$2,505	-\$2,505
Construction Capital	SHOPP	\$545,182	\$513,912	\$7,696	\$23,574	\$467,665	\$53,943
	Other				\$0		\$0
	Total	\$545,182	\$513,912	\$7,696	\$23,574	\$467,665	\$53,943
Total	SHOPP	\$854,701	\$692,671	\$7,696	\$154,334	\$755,496	-\$55,129
	Other				\$0		\$0
	Total	\$854,701	\$692,671	\$7,696	\$154,334	\$755,496	-\$55,129

** 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, Third 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 Q3, FY 2019-20.

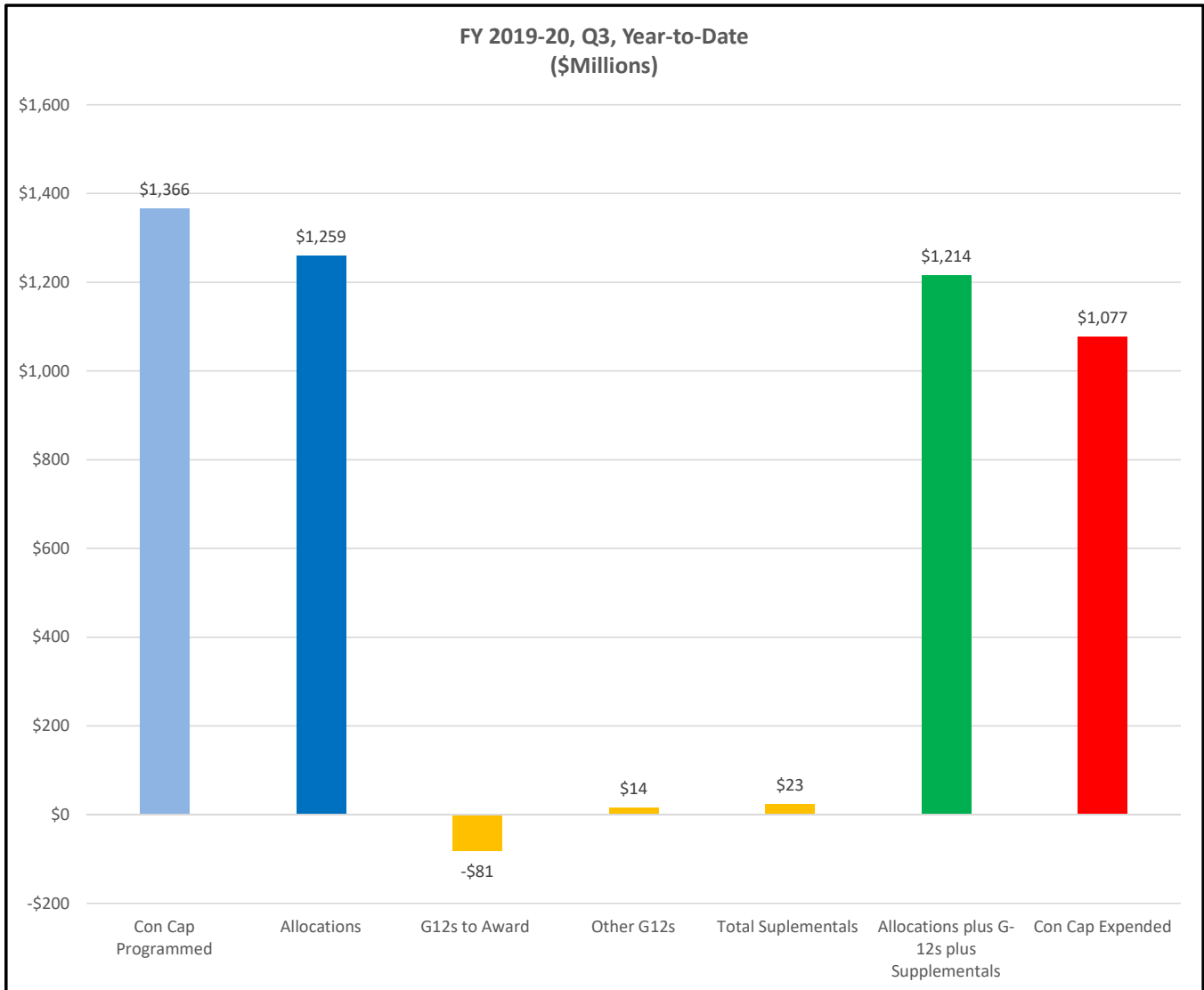
Month	SHOPP		STIP		Total	
	No. of Projects	G-12 Amount	No. of Projects	G-12 Amount	No. of Projects	G-12 Amount
July	31	\$ 5,500,529	2	\$ 1,523,571	33	\$ 7,024,100
August	27	\$ 3,765,900	0	\$ -	27	\$ 3,765,900
September	27	\$ 4,365,400	0	\$ -	27	\$ 4,365,400
October	27	\$ 4,188,800	0	\$ -	27	\$ 4,188,800
November	22	\$ 3,317,500	0	\$ -	22	\$ 3,317,500
December	28	\$ 4,343,300	0	\$ -	28	\$ 4,343,300
January	41	\$ 7,301,600	1	\$ 135,000	42	\$ 7,436,600
February	27	\$ 4,255,274	2	\$ 180,947	29	\$ 4,436,221
March	31	\$ 8,068,100	0	\$ -	31	\$ 8,068,100
G-12 Year-to-Date	261	\$ 45,106,403	5	\$ 1,839,518	266	\$ 46,945,921

(D) Watch List: Third Quarter Retired Risks

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
Pre-Construction-Delivery Year Delays Risks							
MEN,LAK,DN,HUM	001,020,029,096,101,128,162,169,175,199,253,254,271,281,299	Replace Wide Curve Warning Signs	SHOPP	4,855	Fiscal Year Delivery	Retired	Project was delivered in March 2020.
HUM	299	200/299 SEPARATION	SHOPP	6,630	Fiscal Year Delivery	Retired	Risk eliminated; PS&E completed; project is on schedule.
ALA	084	Install Outer Separation Barriers	SHOPP	26,080	Fiscal Year Delivery	Retired	Resolved utility conflict.
SBT	101	Nojoqui Creek Bridge (51-0018) Railing Upgrade	SHOPP	11,292	Fiscal Year Delivery	Retired	Project was delivered in March 2020.
SLO	058	Trout Creek Bridge replacement	SHOPP	13,324	Fiscal Year Delivery	Retired	Project was delivered in January 2020.
LA	005	I-5 Pavement Rehab	SHOPP	56,880	Fiscal Year Delivery	Retired	Pavement programming needs resolved; project is on schedule.
SBD	040	SBD 40 RECONSTRUCT CHANNEL	SHOPP	9,126	Fiscal Year Delivery	Retired	Received all permits in January 2020; project is on schedule.
RIV	010	RIV 10 DESERT CENTER PAVEMENT REHAB: MAINLINE, SHOULDERS,	SHOPP	339,373	Fiscal Year Delivery	Retired	Risk eliminated; achieved PAED in November 2019.
SJ	005	Changeable Message Signs upgrade	SHOPP	1,619	Fiscal Year Delivery	Retired	Risk eliminated; Caltrans' standard plans can be used for the foundation design of the Changeable Message Signs.
Pre-Construction-Supplementals to Award							
FRE	180	Kings Canyon Bridge Rail	SHOPP	3,153	Construction Capital	Retired	The supplemental funds request was approved at the January 2020 CTC meeting.
LA	110	TMS Installations	SHOPP	29,000	Construction Capital	Retired	The supplemental funds request was approved at the January 2020 CTC meeting.
Pre-Construction-Greater Than 120% Allocation							
PLA	080	Atlantic On-ramp Widening	SHOPP	8,500	Construction Capital	Retired	Greater than 120% not needed, the project is currently within budget.
SCL	009	SCL 9 Saratoga Bridge Project	SHOPP	1,526	Construction Support	Retired	Greater than 120% not needed, the project is currently within budget.
SCL	009	SCL 9 Saratoga Bridge Project	SHOPP	18,447	Construction Capital	Retired	Greater than 120% not needed, the project is currently within budget.
Pre-Construction-COS Supplementals							
PLU	070	Plumas 70 Permanent Restoration	SHOPP	1,333	PA&ED	Retired	The supplemental funds request was approved at the January 2020 CTC meeting.

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
SAC	099	21st Ave UC	SHOPP	240	PS&E	Retired	The supplemental funds request was approved at the December 2019 CTC meeting.
MON	156	Castroville Overhead	SHOPP	2,120	PS&E	Retired	The supplemental funds request was approved at the December 2019 CTC meeting.
CAL	004	Bridge Replacement	SHOPP	866	PA&ED	Retired	Issues resolved; achieved PAED; no need for supplemental funds; project is within budget.
STA	005	WESTLEY REST AREA REHAB	SHOPP	4,001	PS&E	Retired	Issues resolved; no need for supplemental funds; project has been awarded.
During Construction-COS Supplementals to Complete Construction							
MEN	101	Wetland & Riparian Mitigation	STIP	22,278	Construction Support	Retired	The supplemental funds request was approved at the December 2019 CTC meeting.
SIS	263,003	Yreka Rehab	SHOPP	52,950	Construction Support	Retired	The supplemental funds request was approved at the December 2019 CTC meeting.
YUB	020,070	Marysville ADA	SHOPP	858	Construction Support	Retired	Issues resolved; no need for supplemental funds.
During Construction-Supplementals to Complete Construction							
YUB	020,070	Marysville ADA	SHOPP	3,353	Construction Capital	Retired	Issues resolved; no need for supplemental funds.
ALA	880	Ala 880 Roadway Rehabilitation Project	SHOPP	8,000	Construction Capital	Retired	The supplemental funds request was approved at the March 2020 CTC meeting.
SJ	099	RIPON BRIDGE REHAB	SHOPP	8,507	Construction Capital	Retired	The supplemental funds request was approved at the March 2020 CTC meeting.
Post Construction-Supplementals to Closeout							
SJ	005	NORTH I-5 REHAB	SHOPP	53,056	Construction Capital	Retired	Arbitration settlement was reached in November 2019. Supplemental funds request was approved at the January 2020 CTC meeting.

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



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

²Appendix B, 181 SHOPP Completed Projects at Closeout, Q1-3, FY1920.