

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** October 17-18, 2024

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 3.8, Information Item

**Prepared By:** Kristen A. Kingsley, Chief (Acting)  
Division of Project Management

**Subject:** **CALTRANS' PROJECT DELIVERY QUARTERLY REPORT –  
FOURTH QUARTER FISCAL YEAR 2023-24**

### **SUMMARY:**

The California Department of Transportation (Department) has submitted its Division of Project Management's Fiscal Year 2023-24 Project Delivery Report, for the fourth quarter, to the California Transportation Commission (Commission).

### **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, and the State Highway Operation and Protection Program (SHOPP) Guidelines Section 57.

Attachment

*"Provide a safe and reliable transportation network that  
serves all people and respects the environment."*



# **Fourth Quarter Fiscal Year 2023-24 Project Delivery Report**

**Quarterly Report to the  
California Transportation  
Commission**



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# Executive Summary

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## 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 – 4th Quarter Fiscal Year 2023-24 |                               |                      |         |                               |
|--|-------------------------------|----------------------|---------|-------------------------------|
| Measure  | Year-To-Date thru 4th Quarter |                      |         | Last Five Fiscal Year Average |
|  | Completed                     | Plan                 | Percent | Percent                       |
| <b>Project Approval, Environmental Documents</b>                               |                               |                      |         |                               |
| Draft Environmental Documents Completed  | 62                            | 86                   | 72%     | 80%                           |
| Projects Approved  | 153                           | 199                  | 77%     | 90%                           |
| <b>Right of Way: Projects Certified</b>  |                               |                      |         |                               |
| Projects Certified   | 181                           | 282                  | 64%     | 89%                           |
| <b>Delivery: Projects Designed and Ready for Construction</b>                  |                               |                      |         |                               |
| Projects Designed and Ready for Construction                                   | 196                           | 296                  | 66%     | 89%                           |
| Capital Value Ready for Allocation (millions) <sup>1</sup>                     | \$3,121                       | \$5,345              | 58%     | 85%                           |
| <b>Construction: Projects Constructed</b>                                      |                               |                      |         |                               |
| Projects Constructed   | 181                           | 274                  | 66%     | 81%                           |
| <b>Closeout Costs</b>  |                               |                      |         |                               |
| State Transportation Improvement Program Costs (millions) <sup>1</sup>         | \$1,261 <sup>2</sup>          | \$1,383 <sup>3</sup> | 91%     | 91%                           |
| State Highway Operation and Protection Program Costs (millions) <sup>1</sup>   | \$2,951 <sup>2</sup>          | \$3,347 <sup>3</sup> | 88%     | 88%                           |

<sup>1</sup> Dollars are rounded to the nearest million.<sup>2</sup> Total support and capital expenditures.<sup>3</sup> Total support and capital approved budget including G-12 and Supplementals.

## Project Watch List Summary

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 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 July 31, 2024; Appendix A shows the current Project Watch List.

### Delivery and Budget Risks

Commission guidelines require Caltrans to deliver projects in the fiscal year in which Construction Capital is programmed. If there is a risk that a project will not be delivered in the programmed fiscal year, Caltrans adds the project to the Watch List. A summary of current delivery risks is provided in the table below. Project-specific delivery risks are provided in the Watch List (Appendix A).

**Summary of Delivery Risks**

| <b>Risk Level</b> | <b>Number of Projects</b> | <b>Programmed Budget \$ (millions)</b> |
|-------------------|---------------------------|--|
| Very High         | 2                         | \$52                                   |
| High              | 6                         | \$103                                  |
| Medium            | 7                         | \$234                                  |
| Low               | 2                         | \$119                                  |
| <b>Total</b>      | <b>17</b>                 | <b>\$508</b>                           |

Note: The Fiscal Year 2024-25 Contract for Delivery is currently being finalized. As of August 06, 2024, 228 projects with a programmed Construction Capital budget of \$4.794 billion are planned for delivery in Fiscal Year 2024-25.

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   |
|---|------------|------------------------------|---------------------------|------------------|
| <b>Pre-Construction – 126 of 1,107 Total Projects or 11%</b>              |            |                              |                           |                  |
| COS Supplementals   | 51         | \$170                        | \$70                      | Within 6 months  |
| Greater Than 120% Allocations   | 64         | \$1,900                      | \$1,000                   | Within 6 months  |
| Supplemental to Award   | 11         | \$171                        | \$46                      | Within 6 months  |
| <b>During Construction – 67 of 1,027 Total Projects<sup>1</sup> or 7%</b> |            |                              |                           |                  |
| COS Supplementals   | 23         | \$117                        | \$27                      | Within 1 year    |
| Supplementals to Complete Construction                                    | 40         | \$1,200                      | \$147                     | Within 1 year    |
| Partnership Projects - Local Agency Implementing Agency                   | 4          | \$129                        | \$9                       | After completion |
| <b>Post-Construction – 18 of 1,072 Total Projects or 2%</b>               |            |                              |                           |                  |
| COS Supplementals   | 1          | \$6                          | \$2                       | After completion |
| Supplementals to Closeout   | 16         | \$1,000                      | \$83                      | After completion |
| Right of Way Adjustments  | 1          | \$5                          | \$4                       | After completion |
| <b>Total</b>  | <b>211</b> | <b>\$4,698</b>               | <b>\$1,388</b>            |                  |
| <b>Total Risks Versus Active Projects: 211 of 3,064<sup>2</sup> or 7%</b> |            |                              |                           |                  |

<sup>1</sup> The estimated total number of STIP and SHOPP projects in Construction as of July 09, 2024, HQs Division of Construction.

<sup>2</sup> 3,064 is the total number of authorized projects as of July 09, 2024, Statewide Delivery Plan, HQs Division of Project Management.

# Project Delivery Milestone Performance Report

## Project Approval, Environmental Documents

### Draft Environmental Documents Completed Summary

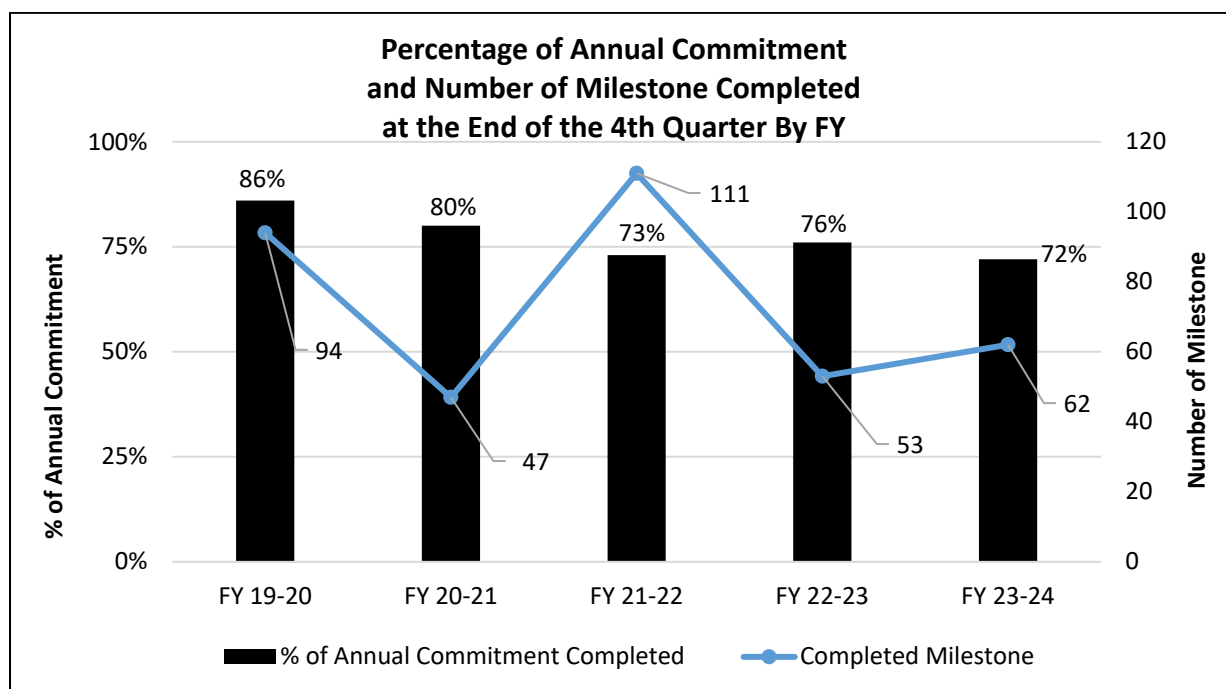
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

*In fiscal year 2023-24, Caltrans committed to deliver 86 draft environmental documents. Through the end of the fourth quarter, fiscal year 2023-24, Caltrans completed a total of 62, or 72 percent of the annual commitment.*

### Measure: Draft Environmental Documents Completed – 4th Quarter FY 2023-24

#### Fiscal Year 2023-24

| Year-to-Date<br>thru 4th Quarter |      |         | Last Five Fiscal<br>Year Average |
|----------------------------------|------|---------|----------------------------------|
| Completed                        | Plan | Percent | Percent                          |
| 62                               | 86   | 72%     | 80%                              |





## Project Approval Summary

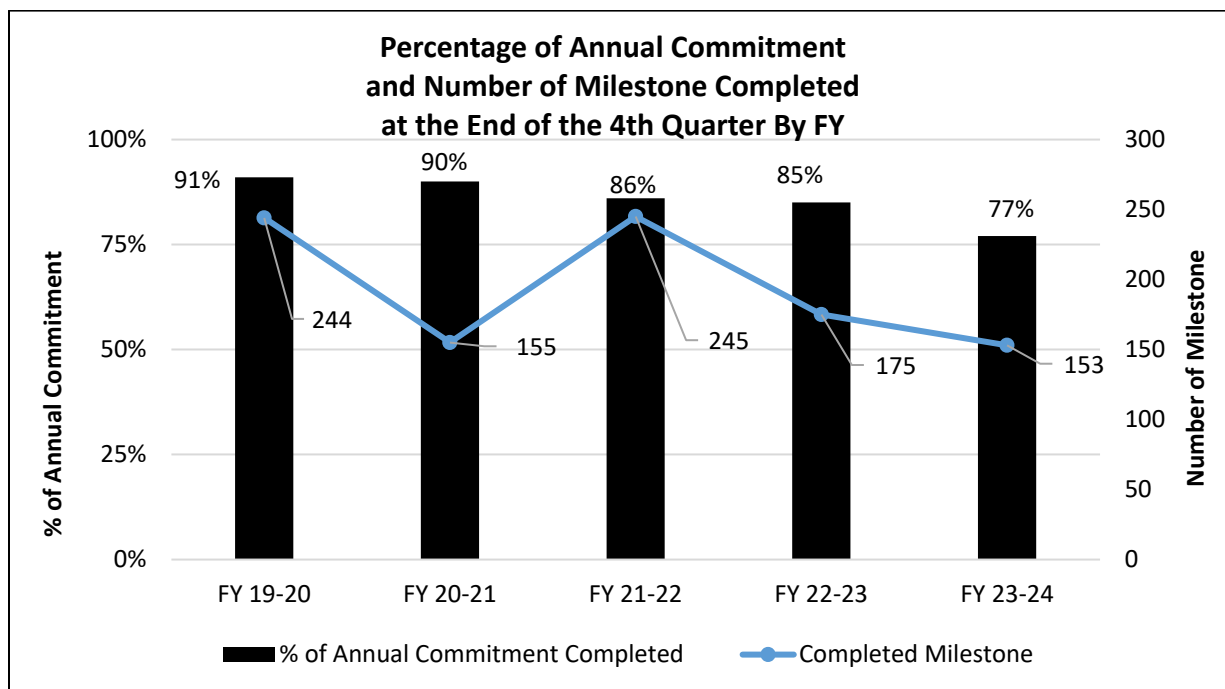
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative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

*In fiscal year 2023-24, Caltrans committed to deliver 199 project approvals and environmental documents. Through the end of the fourth quarter, fiscal year 2023-24, Caltrans approved a total of 153, or 77 percent of the annual commitment.*

### Measure: Projects Approved, Environmental Documents – 4th Quarter FY 2023-24

#### Fiscal Year 2023-24

| Year-to-Date<br>thru 4th Quarter |      |         | Last Five Fiscal<br>Year Average |
|----------------------------------|------|---------|----------------------------------|
| Completed                        | Plan | Percent | Percent                          |
| 153                              | 199  | 77%     | 90%                              |



## Right of Way: Projects Certified

### Projects Certifications Summary

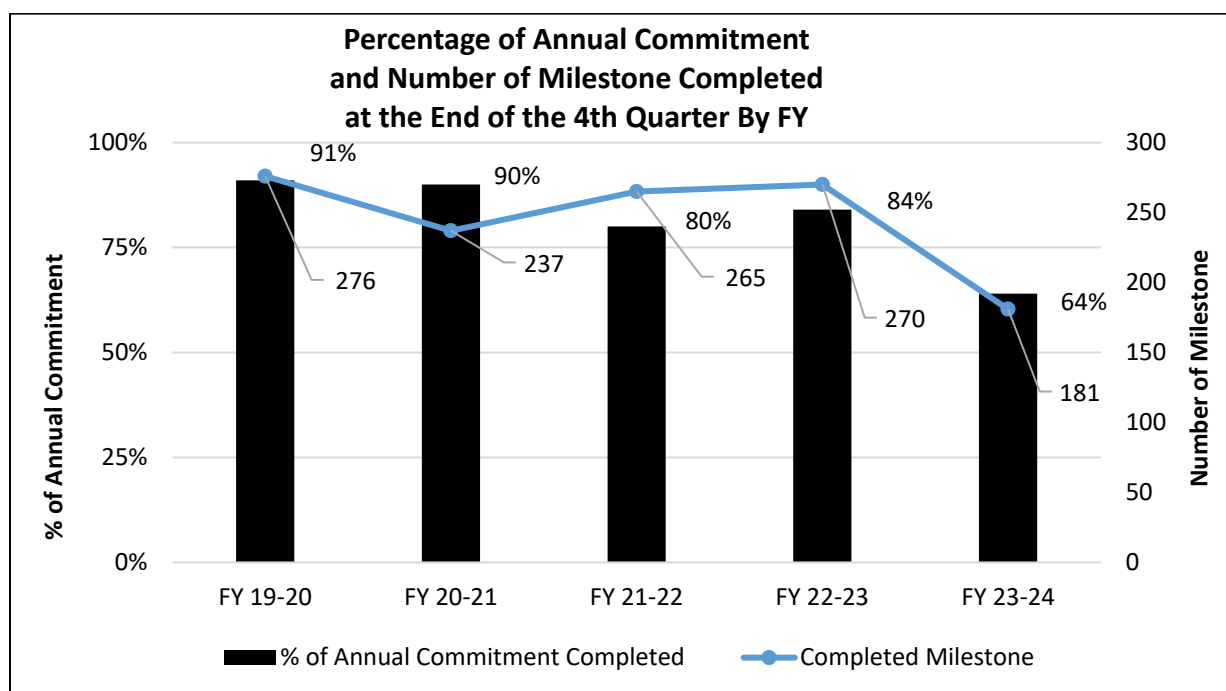
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

*In fiscal year 2023-24, Caltrans committed to certify right of way for 282 projects. Through the end of the fourth quarter, fiscal year 2023-24, Caltrans certified a total of 181 projects, or 64 percent of the annual commitment.*

### Measure: Projects Certified – 4th Quarter Fiscal Year 2023-24

#### Fiscal Year 2023-24

| Year-to-Date<br>thru 4th Quarter |      |         | Last Five Fiscal<br>Year Average |
|----------------------------------|------|---------|----------------------------------|
| Completed                        | Plan | Percent | Percent                          |
| 181                              | 282  | 64%     | 89%                              |



## Delivery: Projects Designed and Ready for Construction

### Contract for Delivery Summary

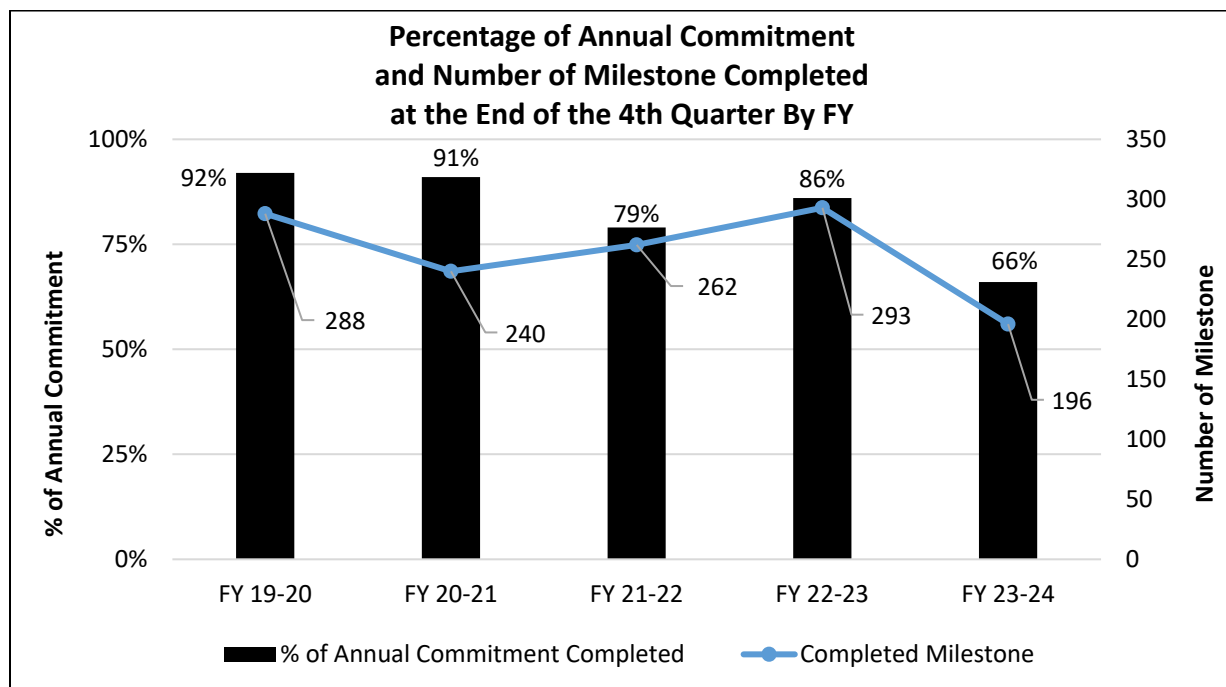
Each year, the Caltrans Director signs a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates 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 2023-24, Caltrans committed in the Contract for Delivery to deliver 296 projects ready for construction, valued at \$5.345 billion. Through the end of the fourth quarter, Caltrans delivered 196 projects, or 66 percent of the annual commitment, with an estimated value of \$3.121 billion.*

### Measure: Projects Designed and Ready for Construction – 4th Quarter FY 2023-24

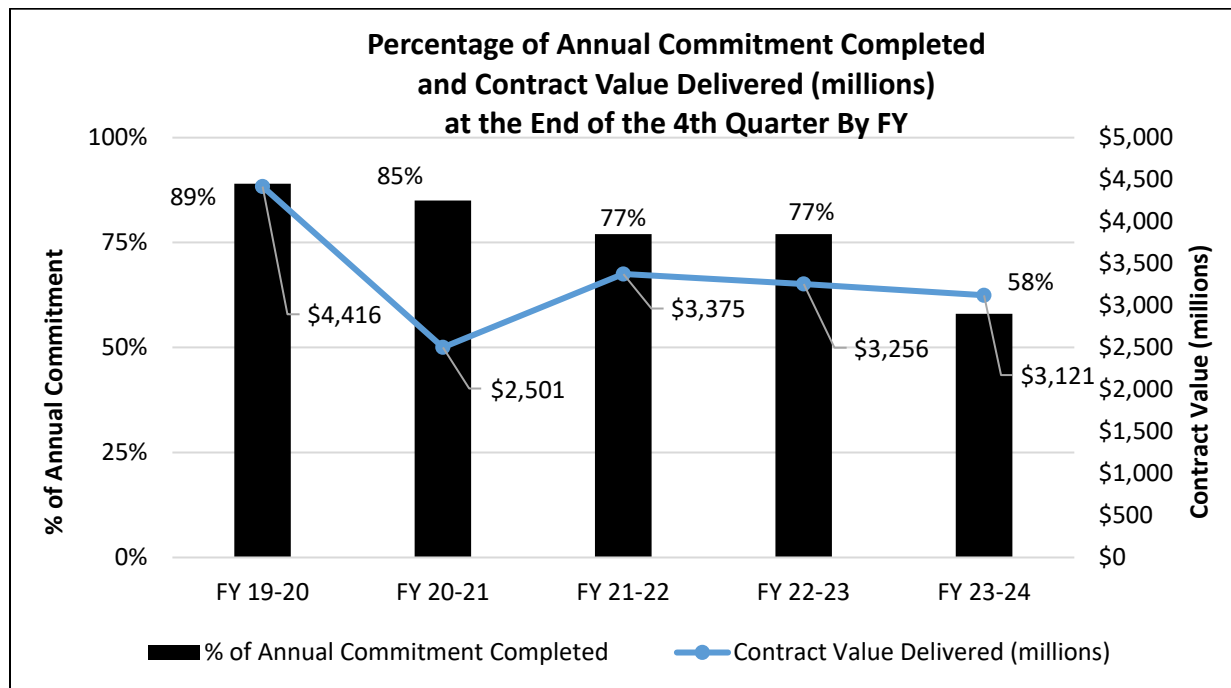
#### Fiscal Year 2023-24

| Year-to-Date<br>thru 4th Quarter |      |         | Last Five Fiscal<br>Year Average |
|----------------------------------|------|---------|----------------------------------|
| Completed                        | Plan | Percent | Percent                          |
| 196                              | 296  | 66%     | 89%                              |



**Measure: Contract Value Delivered – 4th Quarter Fiscal Year 2023-24****Fiscal Year 2023-24 Contract for Delivery (millions)**

| Year-to-Date<br>thru 4th Quarter |         |         | Last Five<br>Fiscal Year<br>Average |
|----------------------------------|---------|---------|-------------------------------------|
| Completed                        | Plan    | Percent | Percent                             |
| \$3,121                          | \$5,345 | 58%     | 85%                                 |



## Construction: Projects Constructed

### Projects Constructed Summary

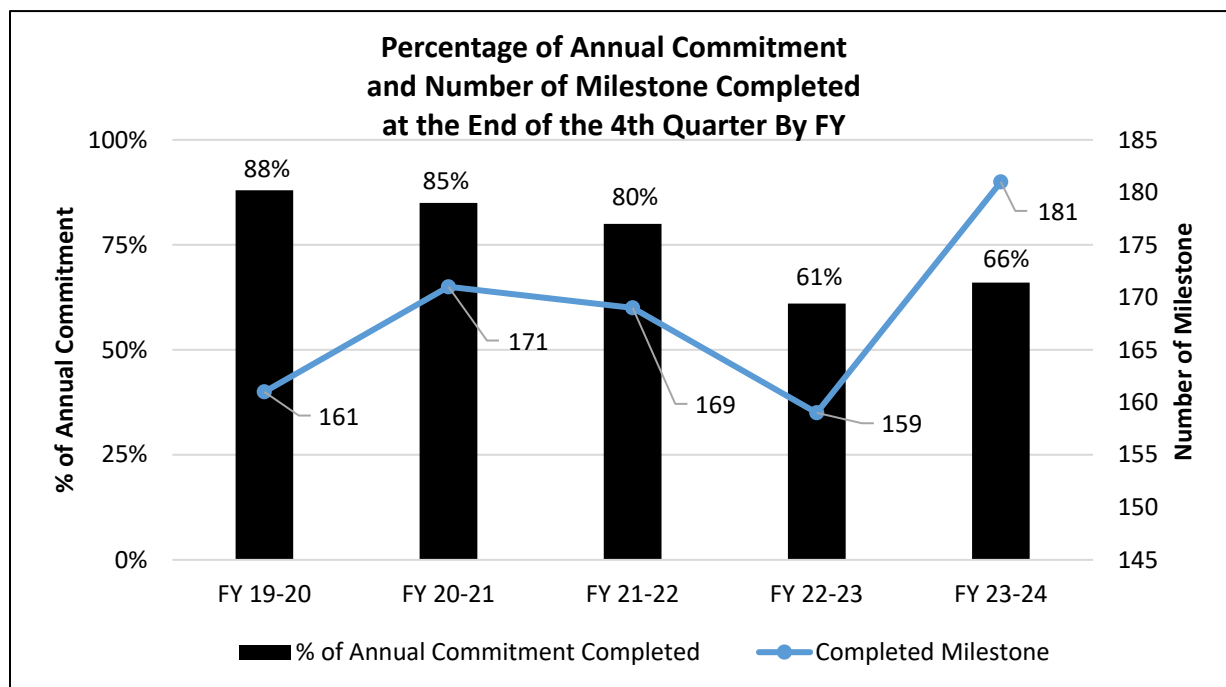
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor's work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

*In fiscal year 2023-24, Caltrans committed to complete construction of 274 projects. Through the end of the fourth quarter, fiscal year 2023-24, Caltrans has completed 181 projects, or 66 percent of the annual commitment.*

### Measure: Projects Constructed – 4th Quarter Fiscal Year 2023-24

#### Fiscal Year 2023-24

| Year-to-Date<br>thru 4th Quarter |      |         | Last Five Fiscal<br>Year Average |
|----------------------------------|------|---------|----------------------------------|
| Completed                        | Plan | Percent | Percent                          |
| 181                              | 274  | 66%     | 81%                              |



# 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 fourth quarter, fiscal year 2023-24, Caltrans has closed out 15 State Transportation Improvement Program projects. The final approved budget for these projects was \$1.383 billion. The actual cost to complete these projects was \$1.261 billion, or 91 percent of the final approved budget.
- Through the end of the fourth quarter, fiscal year 2023-24, Caltrans has closed out 253 State Highway Operation and Protection Program projects. The final approved budget for these projects was \$3.347 billion. The actual cost to complete these projects was \$2.951 billion, or 88 percent of the final approved budget.

## Measure: Program Costs – 4th Quarter Fiscal Year 2022-23

| Program            | Expended (millions)  | Budget (millions)    | Savings (millions) | Percent Expended | Last Five Fiscal Year Average |
|--------------------|----------------------|----------------------|--------------------|------------------|-------------------------------|
| STIP <sup>1</sup>  | \$1,261 <sup>2</sup> | \$1,383 <sup>3</sup> | \$122              | 91%              | 91%                           |
| SHOPP <sup>1</sup> | \$2,951 <sup>2</sup> | \$3,347 <sup>3</sup> | \$396              | 88%              | 88%                           |

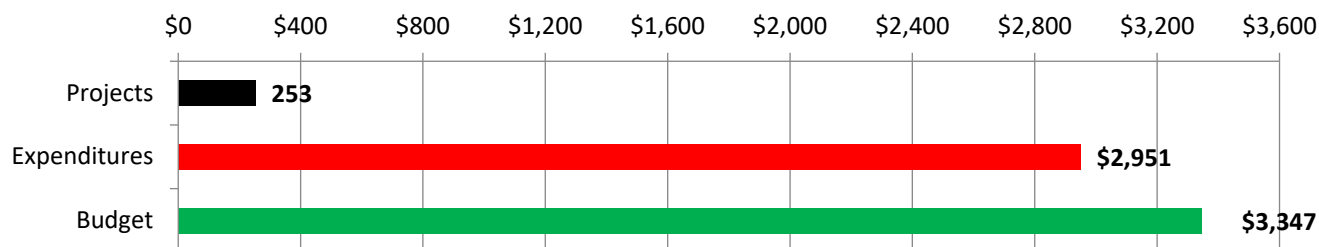
<sup>1</sup> Dollars are rounded to the nearest million.

<sup>2</sup> Total support and capital expenditures.

<sup>3</sup> Total support and capital approved budget including G-12 and Supplementals.

## 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 Government Code Sections 14526.6 and the State Highway Operations and Protection Program (SHOPP) Guidelines Section 56 adopted in June 2020, this quarterly report provides the following:

- Appendix B: SHOPP projects that include SHOPP funds as well as other contributing funds, programmed, allocated, and expended at the time the construction contract was accepted for the projects.
- Appendix B1: A summary by phase of SHOPP only funds programmed, allocated, and expended at the time the construction contract was accepted for the projects.

Construction costs are calculated six months after the end of construction.

**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 fourth quarter of Fiscal Year 2023-24. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compared 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 Programmed Projects<sup>1</sup> Closeout – Construction Costs (\$1,000s)**

| Program  | Construction Support <sup>2</sup> |                                    |          | Construction Capital |                                    |          |
|--|-----------------------------------|------------------------------------|----------|----------------------|------------------------------------|----------|
|  | Initial Allocation                | Final Approved Budget <sup>3</sup> | Expended | Initial Allocation   | Final Approved Budget <sup>3</sup> | Expended |
| Active Transportation Program (ATP)  |                                   |                                    |          | 4,152                | 4,152                              | 4,114    |
| Congestion Mitigation & Air Quality Improvement Program (CMAQ)   | 12,844                            | 12,844                             | 12,844   | 89,723               | 89,723                             | 89,723   |
| Corridor Mobility Improvement Account (CMIA)   |                                   |                                    |          | 64,713               | 64,713                             | 64,713   |
| Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) | 55,921                            | 58,786                             | 58,099   | 203,887              | 204,221                            | 201,288  |
| SHOPP funds on STIP Projects   | 11,210                            | 13,588                             | 10,556   | 86,115               | 80,313                             | 76,870   |
| Trade Corridors Enhancement Account Program (TCEP)   | 5,096                             | 5,096                              | 5,089    | 27,189               | 27,189                             | 17,739   |
| Trade Corridors Improvement Fund (TCIF)  | 10,000                            | 10,000                             | 9,914    | 43,200               | 43,200                             | 42,343   |
| OTHER <sup>4</sup>   | 45,654                            | 48,349                             | 39,740   | 222,290              | 244,927                            | 213,746  |

<sup>1</sup> STIP Programmed Projects often include other fund types needed to complete projects; these include and not limited to: TCIF, SHOPP, CMAQ, Locally Generated, and Federal Discretionary funds. The budget and expenditure from each fund type are based on the best available data at the time.

<sup>2</sup> 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.

<sup>3</sup> Final Approved Budget, excluding right-of-way capital, is the sum of all approved Commission allocations plus delegated G-12 adjustments.

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



## Appendix

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- (A) Caltrans Fourth Quarter, Fiscal Year 2023-24 Watch List.
- (B) Caltrans Fiscal Year 2023-24 State Highway Operation and Protection Program Project Closeout. SHOPP projects that include SHOPP funds as well as other contributing funds for all support and capital phases, programmed, allocated, and expended at the time the construction contract was accepted for projects. Construction costs are calculated six months after the end of construction.  
  
(B1) A summary by phase of SHOPP only funds programmed, allocated, and expended at the time the construction contract was accepted for the projects. Construction costs are calculated six months after the end of construction.
- (C) Caltrans Fiscal Year 2023-24 State Transportation Improvement Program Project Closeout. Construction costs are calculated six months after the end of construction.
- (D) Caltrans Fiscal Year 2023-24 Capital Outlay Support G-12 Request Summary.
- (E) Caltrans Fourth Quarter, Fiscal Year 2023-24 Retired Risks.
- (F) Construction Capital Closeout Summary.

## (A) Caltrans Fourth Quarter, Fiscal Year 2023-24 Watch List

| D-EA  | County | Route | Description   | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description   |
|---|--------|-------|---|---------|------------------------------|----------------------|------------|------------------|--|
| <b>Pre-Construction-Delivery Delays: 17 Projects with Programmed Budget of \$508M are at risk of missing the Fiscal Year 2024-25 Deliveries</b> |        |       |   |         |                              |                      |            |                  |  |
| 01-40141  | MEN    | 001   | Salmon Creek Sandblast Waste Abatement                          | SHOPP   | 31,241                       | Fiscal Year Delivery | Very High  | Increased        | Stakeholder Concerns-The California Department of Toxic and Substances Control (DTSC) is the CEQA lead for this project. DTSC has decided to extend public comments from 30 to 60 days. They will also be holding an in-person public meeting yet to be scheduled as well as the already scheduled virtual public meeting. Project opponents have continued to delay this project by any means necessary. Fiscal year delivery is at risk.   |
| 02-4F900  | SIS    | 096   | Happy Camp Complete Streets                                     | ATP     | 12,221                       | Fiscal Year Delivery | High       | Same as Previous | Complete Streets and Stakeholder Concerns.   |
| 03-0I400  | ED     | 050   | Placerville CAPM  | SHOPP   | 41,770                       | Fiscal Year Delivery | Low        | Same as Previous | Design Strategy Changes.   |
| 04-4H060  | SOL    | 084   | Real McCoy Fender & Ramp Replacement                            | SHOPP   | 20,530                       | Fiscal Year Delivery | Very High  | Same as Previous | Permits-The project involves a lengthy process of permit reviews by two reclamation districts: Central Valley Flood Protection Board and the U. S. Army Corps of Engineers. The reclamation districts require permits for construction and for drilling for Geotech investigation. The drilling permit is still under the review process. The current project delivery schedule is at risk.  |
| 04-0G642  | MRN    | 001   | Lagunitas Creek Bridge  | SHOPP   | 30,979                       | Fiscal Year Delivery | High       | New              | Right of Way Acquisition; Utility Conflicts/Relocation; and Permits.   |
| 04-1Q570  | SOL    | 128   | Putah Creek, Bridge 23-0099                                     | SHOPP   | 11,631                       | Fiscal Year Delivery | High       | New              | Right of Way Acquisition and Permits.  |
| 04-2Q580  | SON    | 101   | Santa Rosa Maintenance Station                                  | SHOPP   | 17,594                       | Fiscal Year Delivery | Medium     | New              | Right of Way Acquisitions and Permits.   |
| 04-2Q770  | SON    | 116   | Install Signals/Construct Roundabout                            | SHOPP   | 15,543                       | Fiscal Year Delivery | High       | New              | Right of Way Acquisition; Utility Conflicts/Relocation; and Permits.   |
| 04-4AC40  | SON    | 012   | Horizontal Alignment Warning Signs                              | SHOPP   | 5,698                        | Fiscal Year Delivery | High       | New              | Permits.   |
| 04-4AC70  | MRN    | 101   | CAPM  | SHOPP   | 30,732                       | Fiscal Year Delivery | Medium     | New              | Right of Way Acquisition and Permits.  |
| 04-4AC80  | NAP    | 029   | CAPM SR 29  | SHOPP   | 26,847                       | Fiscal Year Delivery | High       | New              | Right of Way Acquisition.  |
| 04-0J632  | SOL    | 012   | Sol 12 Rehab - SEG2   | SHOPP   | 49,762                       | Fiscal Year Delivery | Medium     | New              | Right of Way Acquisition and Permits.  |
| 05-1K680  | SLO    | 101   | D5 Maintenance Station Relocation                               | SHOPP   | 76,934                       | Fiscal Year Delivery | Low        | New              | Design Strategy Changes.   |
| 06-0X220  | FRE    | 168   | Fre 168 Culvert Rehab   | SHOPP   | 21,093                       | Fiscal Year Delivery | Medium     | New              | Utility Conflicts/Relocation; Design Strategy Changes; and Right of Way Acquisition.   |
| 06-0W920  | KER    | 005   | Grapevine Rehab   | SHOPP   | 105,658                      | Fiscal Year Delivery | Medium     | New              | Utility Conflicts/Relocation and Design Strategy Changes.  |
| 06-0Y150  | KER    | 223   | Arvin CAPM  | SHOPP   | 1,050                        | Fiscal Year Delivery | Medium     | New              | Utility Conflicts/Relocation.  |
| 10-0P924  | MPA    | 140   | Alternative Delivery Method (CMGC) Ferguson Rock Avalanche Shed | SHOPP   | 8,240                        | Fiscal Year Delivery | Medium     | Same as Previous | Alternative Delivery Method.   |
| <b>Pre-Construction-COS Supplementals: 51 projects with a programmed budget of \$170M and risks between \$23M to \$70M</b>                      |        |       |   |         |                              |                      |            |                  |  |
| 01-40110  | MEN    | 001   | Albion River Bridge   | SHOPP   | 5,500                        | PA&ED                | Low        | Same as Previous | Stakeholder Concerns.  |
| 01-46480  | HUM    | 101   | US101 STAA Operational Improvement Project                      | SHOPP   | 692                          | PS&E                 | Very High  | Same as Previous | Litigation and Design Strategy Changes-This project was previously in litigation for many years. The original foundation report is 14 years old. Now that the district is able to move forward with the design, the foundation report requires an update, which means that new design parameters must be established to reflect current design standards and policy. As a result, a re-evaluation of the previous retaining wall design will be necessary. Any elements of the wall that are under capacity or features that are obsolete or not compliant with current policy will need to be addressed. Also in May 2024, environmental staff requested additional resources to complete the Northern Spotted Owl and Marbled Murrelet surveys as well as additional hours for requirements requested from the State Parks. The project will likely need supplemental funds. |
| 01-0H140  | MEN    | 101   | Hopland ADA   | SHOPP   | 864                          | Right of Way Support | Very High  | Same as Previous | Design Strategy Changes; Stakeholder Concerns; Right of Way Acquisition; Utility Conflicts/Relocation; Railroad Involvement; and Complete Streets-In 2023, the district's Traffic Safety and Operations requested a design change to the proposed intersection of State Route 101 and State Route 175. This change removes the slip lanes in order to reduce pedestrian exposure and to shorten the distance crossing the state highway in both directions. This change also incorporates feedback received during stakeholder outreach to the community. District 1 Executive Staff approved the change in April 2023. The current number of parcels affected have increased from 30 (at the time of programming) to 37, and there are both railroad and utility conflicts as well. Supplemental funds will be likely needed.   |
| 01-0H140  | MEN    | 101   | Hopland ADA   | SHOPP   | 1,300                        | PS&E                 | Very High  | Same as Previous | Complete Streets; Design Strategy Changes; and Stakeholder Concerns-As a result of changed Complete Streets design strategies, programmed resources may be depleted beyond the G-12 capacity, resulting in the need for supplemental funds.  |
| 01-40141  | MEN    | 001   | Salmon Creek Sandblast Waste Abatement                          | SHOPP   | 800                          | PA&ED                | Very High  | Increased        | Design Strategy Changes-The California Department of Toxic Substances Control (DTSC) is the CEQA lead for this project. There was a delay realized when key DTSC staff experienced turn over. Continued ongoing negotiations with DTSC to develop lead removal strategies to avoid environmental impacts has caused iteration of work requiring more staff time for analysis and design. Supplemental funds will be likely needed.   |
| 01-0K680  | MEN    | 128   | Culvert Rehabilitation & Fish Passage                           | SHOPP   | 3,161                        | PA&ED                | High       | Decreased        | Permits and Right of Way Acquisition.  |
| 02-1J320  | LAS    | 299   | Pit Rivers Seismic  | SHOPP   | 820                          | PS&E                 | High       | Same as Previous | Design Strategy Changes.   |

| D-EA   | County | Route | Description  | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description   |
|--|--------|-------|--|---------|------------------------------|----------------------|------------|------------------|--|
| Pre-Construction-COS Supplementals-Continued |        |       |  |         |                              |                      |            |                  |  |
| 02-1J380                                     | SHA    | 005   | Cascade SHOPP  | SHOPP   | 2,037                        | PS&E                 | High       | Same as Previous | Design Strategy Changes-As a result of the proposed infrastructure investment and Jobs Act, additional Transportation Management System elements are added to the project scope. Plans Specification and Estimate support costs beyond the G-12 capacity may occur, which would lead to the need for Supplemental Funds.   |
| 03-0H160                                     | YUB    | 070   | Marysville Railroad Bridge Rehab (SHOPP)                   | SHOPP   | 10,784                       | PS&E                 | Very High  | Same as Previous | Railroad Involvement; Permits; Litigation; Alternative Delivery Method; and Utility Conflicts/Relocation-The City of Marysville has initiated legal challenge to the environmental document. The project involves extensive and complex Railroad (RR) coordination and approval of right of way agreement. Several utility relocations will also require the U.S. Army Corp of Engineers 408 permits. The project also involves extensive and complex geotechnical data collection and seepage analysis to determine the required mitigation. This is a Construction Manager/General Contractor (CMGC) project. Additional funding for pre-construction services to CMGC contractor is needed. The project needs to utilize extensive support resources to resolve utilities in conflict. The project will likely need supplemental funds. |
| 03-4H890                                     | ED     | 050   | S. Lake Tahoe Safety Project                               | SHOPP   | 750                          | Right of Way Support | Medium     | Increased        | Right of Way Acquisition-The project realized cost increases in Right of Way (RW) Support due to work on 104 parcels for Temporary Construction Easement and permanent RW acquisitions. The amount of work and consultation with multiple property owners, modifying the design multiple times to accommodate property owners' requests, and efforts to minimize the number of Resolutions of Necessities were the reasons for the increase in the RW support.   |
| 04-0J550                                     | ALA    | 084   | Scour at Arroyo De La Laguna                               | SHOPP   | 3,600                        | PS&E                 | High       | Same as Previous | Permits; Right of Way Acquisition; and Utility Conflicts/Relocation.   |
| 04-2J790                                     | SM     | 084   | SM-1/84, Pillarcitos/S.Gregorio RSP                        | SHOPP   | 1,237                        | PS&E                 | Medium     | Decreased        | Permits.   |
| 04-4J820                                     | NAP    | 121   | Tulucay Creek Bridge Replacement                           | SHOPP   | 3,248                        | PS&E                 | Medium     | Same as Previous | Funding Constraints.   |
| 04-0P910                                     | ALA    | 680   | BRIDGE SCOUR MITIGATION                                    | SHOPP   | 1,850                        | PS&E                 | High       | New              | Design Strategy Changes and Permits.   |
| 04-0Q130                                     | SM     | 001   | SM 1 Multi-asset Roadway Rehab                             | SHOPP   | 4,055                        | PS&E                 | Very High  | Same as Previous | Permits-The project requires Coastal Development Permit (CDP) from San Mateo County and the City of Half Moon Bay. San Mateo County's CDP has been appealed to the California Coastal Commission and the City of Half Moon Bay. Additional conditions to accommodate permits may occur, which would lead to additional costs.  |
| 04-1Q230                                     | MRN    | 131   | MARIN SR 131, CAPM   | SHOPP   | 2,193                        | PA&ED                | Medium     | Decreased        | Design Strategy Changes.   |
| 04-0W060                                     | MRN    | 101   | Trash Capture install BMP                                  | SHOPP   | 1,378                        | PA&ED                | Medium     | Same as Previous | Environmental Mitigation and Design Strategy Changes.  |
| 05-1H800                                     | MON    | 001   | Garrapata Creek Bridge Rail Replacement                    | SHOPP   | 1,900                        | PS&E                 | Medium     | New              | Funding Constraints and Permits.   |
| 05-1J900                                     | SB     | 101   | Santa Barbara 101 Pave                                     | SHOPP   | 3,636                        | PS&E                 | Low        | New              | Design Strategy Changes.   |
| 05-1K680                                     | SLO    | 101   | D5 Maintenance Station Relocation                          | SHOPP   | 6,001                        | PA&ED                | High       | New              | Design Strategy Changes.   |
| 05-1C361                                     | SB     | 217   | 217 San Jose Creek Bridge Mitigation Planting & Monitoring | SHOPP   | 180                          | PS&E                 | Medium     | New              | Design Strategy Changes.   |
| 06-0S050                                     | KER    | 166   | Calif Aqueduct Bridge Rehab                                | SHOPP   | 2,900                        | PS&E                 | Very High  | New              | Design Strategy Changes and Stakeholder Concerns-Delivery of this project requires the Department of Water Resources' (DWR) approval due to project work over DWR's California Aqueduct that could potentially delay critical water delivery to Southern California. In June 2023, on the verge of DWR's acceptance and achieving Ready-To-List, an Independent Design Professional indicated he could not fully support the proposal and offered another proposal that DWR has tentatively accepted, and Caltrans is currently pursuing that alternative. The additional design work and the unanticipated geotechnical test drilling have increased Plans, Specifications, and Estimates expenditures beyond what was anticipated. Supplemental funds will be likely needed.   |
| 06-0U290                                     | KER    | 184   | Weedpatch Hwy 3R Rehab                                     | SHOPP   | 3,000                        | PS&E                 | Medium     | New              | Railroad Involvement.  |
| 06-0W810                                     | KER    | 155   | Delano SR-155 Rehab (3R)                                   | SHOPP   | 2,300                        | PS&E                 | Low        | New              | Design Strategy Changes; Railroad Involvement; and Utility Conflicts/Relocation.   |
| 06-0W810                                     | KER    | 155   | Delano SR-155 Rehab (3R)                                   | SHOPP   | 540                          | Right of Way Support | Low        | New              | Right of Way Acquisition and Complete Streets.   |
| 06-0W830                                     | KER    | 033   | South Taft Rehab   | SHOPP   | 2,100                        | PA&ED                | Medium     | New              | Environmental Mitigation.  |
| 06-0W800                                     | FRE    | 099   | El Dorado to Clinton Rehab                                 | SHOPP   | 18,000                       | PS&E                 | Low        | New              | Design Strategy Changes; Alternative Delivery Method; Railroad Involvement; Right of Way Acquisition; Utility Conflicts/Relocation; and Complete Streets.  |
| 06-0X290                                     | FRE    | 033   | Coalinga SR 33 2R Rehab                                    | SHOPP   | 1,500                        | PS&E                 | High       | New              | Complete Streets.  |
| 06-0Y180                                     | MAD    | 145   | Downtown Madera CAPM                                       | SHOPP   | 2,887                        | PS&E                 | High       | New              | Complete Streets and Design Strategy Changes.  |
| 06-1A730                                     | FRE    | 180   | Fresno County Culvert Improvements                         | SHOPP   | 2,460                        | PA&ED                | Medium     | New              | Construction Site Issues.  |
| 07-30160                                     | LA     | 091   | 91, 110, and 710 Seismic Retrofit                          | SHOPP   | 150                          | Right of Way Support | Low        | Same as Previous | Right of Way Acquisition and Railroad Involvement.   |
| 07-31350                                     | LA     | 001   | Solstice Creek   | SHOPP   | 2,583                        | Right of Way Support | Medium     | Same as Previous | Right of Way Acquisition.  |
| 07-32440                                     | LA     | 022   | Cold Plane and AC Overlay                                  | SHOPP   | 12                           | Right of Way Support | Low        | Same as Previous | Right of Way Acquisition.  |
| 07-33370                                     | LA     | 138   | SR-138 ADA Palmdale  | SHOPP   | 3,795                        | PS&E                 | Low        | Same as Previous | Design Strategy Changes.   |
| 07-33370                                     | LA     | 138   | SR-138 ADA Palmdale  | SHOPP   | 1,401                        | Right of Way Support | Medium     | Same as Previous | Right of Way Acquisition.  |
| 07-34650                                     | LA     | 091   | SR-91 ROADSIDE PRESERVATION                                | SHOPP   | 2,851                        | PS&E                 | Low        | Same as Previous | Design Strategy Changes.   |
| 07-35420                                     | LA     | 001   | PCH CAPM, Malibu Lagoon to Ventura CL                      | SHOPP   | 2,500                        | PS&E                 | Very High  | Same as Previous | Design Strategy Changes-A recent Road Safety Audit was completed in early March 2024 and identified several safety enhancement recommendations. The district made a decision at the executive level to incorporate the safety enhancement measures. The project will likely need additional funds.   |

| D-EA  | County | Route | Description  | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description  |
|---|--------|-------|--|---------|------------------------------|----------------------|------------|------------------|---|
| Pre-Construction-COS Supplementals-Continued  |        |       |  |         |                              |                      |            |                  |   |
| 07-35420  | LA     | 001   | PCH CAPM, Malibu Lagoon to Ventura CL                | SHOPP   | 271                          | Right of Way Support | Very High  | Same as Previous | Right of Way Acquisition-Based on the workplan, the funding for Right of Way (RW) Support is inadequate. Previously in planning phase, 2 Temporary Construction Easements (TCEs) were required, approximately 40 square feet each, for the project. Now in Project Approval and Environmental Document phase, and after closely working with RW engineering, it was determined that 11 partial acquisitions in fee at approximately 120 to 480 square feet each are needed for the project. Moreover, this project is located in the City of Malibu in which in past experience requires more effort to acquire needed parcels for a project.   |
| 07-35560  | LA     | 105   | MTC Equip Trn Center Under 105                       | SHOPP   | 2,280                        | PS&E                 | Low        | Same as Previous | Design Strategy Changes.  |
| 07-36090  | VEN    | 033   | VEN-33 CAPM  | SHOPP   | 1,388                        | PA&ED                | Medium     | Same as Previous | Stakeholder Concerns.   |
| 07-37390  | LA     | 710   | LA-710 Upgrade Pump Plant                            | SHOPP   | 1,679                        | PS&E                 | Low        | Same as Previous | Design Strategy Changes.  |
| 07-37390  | LA     | 710   | LA-710 Upgrade Pump Plant                            | SHOPP   | 14                           | Right of Way Support | Low        | Same as Previous | Right of Way Acquisition.   |
| 09-37920  | KER    | 058   | KEENE PAVEMENT                                       | SHOPP   | 3,117                        | PS&E                 | Very High  | Same as Previous | Design Strategy Changes-The project involves scope increase. The added scope includes 2 miles of a truck climbing lane on this important freight corridor. With the additional scope, additional support funds will be needed to finish the Plans, Specifications, and Estimates phase.   |
| 10-0X460  | SJ     | 005   | 10-0X460 Stockton Channel Viaduct Bridge Replacement | SHOPP   | 18,200                       | PS&E                 | Very High  | Same as Previous | Alternative Delivery Method-The project scope will need to be increased to add a braided ramp that will require supplemental environmental studies/clearance, a supplemental project report, and additional design. This is a Construction Manager/General Contractor project; additional resources are needed for the contract procurement.  |
| 10-0X760  | MPA    | 140   | SR 140 BRIDGE RAIL UPGRADE                           | SHOPP   | 4,520                        | PA&ED                | High       | Same as Previous | Environmental Mitigation.   |
| 10-1H560  | ALP    | 088   | CAPLES LAKE REHABILITATION                           | SHOPP   | 2,526                        | PS&E                 | Medium     | Same as Previous | Design Strategy Changes and Funding Constraints.  |
| 11-43063  | SD     | 075   | SD-075-CORONADO BRIDGE SUICIDE BARRIER               | SHOPP   | 14,000                       | PS&E                 | Low        | Same as Previous | Alternative Delivery Method.  |
| 12-0R320  | ORA    | 055   | 12-0R320 Rte 55 Multi-Asset Project                  | SHOPP   | 9,540                        | PS&E                 | Low        | Same as Previous | Complete Streets and Design Strategy Changes.   |
| 12-0R311  | ORA    | 091   | 12-0R311 State Route 91 Multi-Asset Project          | SHOPP   | 3,560                        | PS&E                 | Low        | Decreased        | Design Strategy Changes.  |
| 12-0R313  | ORA    | 091   | 12-0R313, Rte 091, Multi-Asset Project               | SHOPP   | 2,660                        | PS&E                 | Low        | Same as Previous | Design Strategy Changes.  |
| 12-0R315  | ORA    | 091   | 12-0R315, Rte 091, Multi-Asset Project               | SHOPP   | 1,080                        | PS&E                 | Low        | Decreased        | Design Strategy Changes.  |
| Pre-Construction-Greater Than 120% Allocation: 64 projects with a programmed budget of \$1.90B and risks between \$307M to \$1B |        |       |  |         |                              |                      |            |                  |   |
| 01-40110  | MEN    | 001   | Albion River Bridge                                  | SHOPP   | 13,723                       | PS&E                 | Low        | Decreased        | Stakeholder Concerns and Right of Way Acquisition.  |
| 01-0H570  | MEN    | 101   | UKIAH REHAB  | SHOPP   | 47,571                       | Construction Capital | Medium     | New              | Design Strategy Changes and Funding Constraints.  |
| 01-0I930  | LAK    | 029   | Twin Lakes CAPM                                      | SHOPP   | 958                          | PS&E                 | High       | New              | Stakeholder Concerns and Design Strategy Changes.   |
| 01-0I940  | MEN    | 001   | North Point Arena CAPM                               | SHOPP   | 511                          | Right of Way Support | High       | New              | Design Strategy Changes.  |
| 01-0K000  | MEN    | 128   | BOONVILLE CAPM                                       | SHOPP   | 460                          | Right of Way Support | Very High  | New              | Complete Streets; Design Strategy Changes; and Stakeholder Concerns-The Project Development Team has coordinated with the local community to gather stakeholder input, and the Community of Boonville has requested the addition of sidewalks to the scope of work. Alternative 2 in the Project Initiation Document included sidewalks, so the team has now selected Alternative 2, instead of the programmed alternative, as the preferred alternative. Additional funds will be likely needed.   |
| 01-0I801  | HUM    | 299   | Blue Lake Landslide Repair                           | SHOPP   | 49,684                       | Construction Capital | Low        | Decreased        | Design Strategy Changes; Unit Price Increases/Market Changes; and Bidding Environment/Award Issues.   |
| 01-0K410  | MEN    | 101   | South Willits Median                                 | SHOPP   | 10,658                       | Construction Capital | Low        | Same as Previous | Unit Price Increases/Market Changes and Design Strategy Changes.  |
| 01-40141  | MEN    | 001   | Salmon Creek Sandblast Waste Abatement               | SHOPP   | 475                          | Right of Way Support | High       | New              | Design Strategy Changes.  |
| 01-40141  | MEN    | 001   | Salmon Creek Sandblast Waste Abatement               | SHOPP   | 2,000                        | PS&E                 | Low        | Same as Previous | Right of Way Acquisition and Stakeholder Concerns.  |
| 01-0L110  | MEN    | 101   | LAFRANCHI SAFETY                                     | SHOPP   | 1,394                        | PS&E                 | Medium     | New              | Design Strategy Changes.  |
| 02-4F900  | SIS    | 096   | Happy Camp Complete Streets                          | ATP     | 8,970                        | Construction Capital | High       | Same as Previous | Complete Streets and Unit Price Increases/Market Changes.   |
| 02-3H770  | TEH    | 099   | VP2  | SHOPP   | 33,270                       | Construction Capital | Low        | New              | Unit Price Increases/Market Changes; Design Strategy Changes; and Environmental Document Change.  |
| 02-1I750  | LAS    | 036   | Devil's Corral Safety                                | SHOPP   | 6,794                        | Construction Capital | High       | New              | Design Strategy Changes.  |
| 02-1I750  | LAS    | 036   | Devil's Corral Safety                                | SHOPP   | 6,794                        | Construction Capital | Very High  | Same as Previous | Unit Price Increases/Market Changes-Due to the current trend in unit price increases and economic conditions, Greater Than 120% funds will likely be needed.  |
| 02-1I870  | SIS    | 097   | Grass Lake Maintenance Station                       | SHOPP   | 21,390                       | Construction Capital | Very High  | Same as Previous | Construction Site Issues; Design Strategy Changes; and Unit Price Increases/Market Changes-The Advance Planning Study (APS) was completed for this project during the Project Approval and Environmental Document phase in May 2023, and a value analysis study was completed in September 2023. The two studies revealed the following items were not anticipated or needed during the planning phase: A 200-ft long by 12-ft (maximum) high concrete retaining wall and associated earthwork; the proposed multi-use building needs to be an additional 10-ft deeper to accommodate newer and bigger equipment currently in use; and need for a fire suppression system in the new building. In addition, inflation for building construction has exceeded escalation rates, that is reflected in the May 2024 estimate update for the project. |

| D-EA  | County | Route | Description                          | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description   |
|---|--------|-------|--------------------------------------|---------|------------------------------|----------------------|------------|------------------|--|
| Pre-Construction-Greater Than 120% Allocation-Continued |        |       |                                      |         |                              |                      |            |                  |  |
| 03-3H590  | PLA    | 080   | Blue Canyon Pavement Rehabilitation  | SHOPP   | 93,500                       | Construction Capital | Very High  | Same as Previous | Unit Price Increases/Market Changes and Design Strategy Changes-Due to the need to construct four additional retaining walls and a sound wall that were not anticipated during the project initiation phase and increased unit prices due to inflation, the estimated construction capital cost has increased. Greater Than 120% funds will be likely needed.  |
| 03-4H980  | PLA    | 089   | Tahoe City Housing Replacement       | SHOPP   | 3,600                        | Construction Capital | Very High  | New              | Unit Price Increases/Market Changes-The last updated estimates completed in April 2024 revealed 50% cost increases from October 2023 mostly due to the current trend in unit price increases. The project will likely need additional funds.   |
| 04-4J990  | NAP    | 029   | TMDL Listed Pollutant Source Control | SHOPP   | 1,300                        | PS&E                 | Medium     | Same as Previous | Right of Way Acquisition; Utility Conflicts/Relocation; and Environmental Mitigation.  |
| 04-4J830  | NAP    | 128   | Hopper Slough Bridge Replac          | SHOPP   | 12,200                       | Construction Capital | High       | Same as Previous | Environmental Mitigation.  |
| 04-1K760  | SON    | 001   | Son 1 Culverts Rehab                 | SHOPP   | 1,192                        | Construction Capital | High       | Same as Previous | Environmental Mitigation.  |
| 04-0P910  | ALA    | 680   | BRIDGE SCOUR MITIGATION              | SHOPP   | 7,461                        | Construction Capital | High       | Increased        | Design Strategy Changes and Fish Passage.  |
| 04-0Q020  | SF     | 101   | BRIDGE REHABILITATION                | SHOPP   | 34,308                       | Construction Capital | High       | Same as Previous | Alternative Delivery Method.   |
| 05-1H440  | SB     | 001   | Santa Maria River Bridge Replacement | SHOPP   | 32,640                       | Construction Capital | High       | New              | Design Strategy Changes.   |
| 05-31601  | MON    | 156   | Castroville Boulevard Interchange    | STIP    | 18,400                       | Right of Way Capital | Very High  | New              | Utility Conflicts/Relocation-Significant increase in Right of Way Capital costs due to PG&E utility relocation costs are associated with the project. Efforts have been made by Caltrans staff to have discussions with and request further detail from PG&E regarding their utility relocation costs, and that effort will be ongoing as PG&E performs site reconnaissance and exploratory potholing and boring for the proposed gas line alignment. Additional funds will be likely needed.                        |
| 05-31601  | MON    | 156   | Castroville Boulevard Interchange    | STIP    | 24,000                       | Construction Capital | Very High  | Same as Previous | Bidding Environment/Award Issues-The current post-pandemic inflation has impacted the current bidding environment. It is expected that more funds are needed to complete the project.  |
| 05-1N340  | SLO    | 101   | SLO 101 Gore Safety Improvements     | SHOPP   | 2,024                        | Construction Capital | Very High  | New              | Design Strategy Changes and Unit Price Increases/Market Changes-During the design phase Type 60 concrete shoulder barrier and accompanying end treatments were added to the project. Also, additional earthwork grading requirements were added to meet the vendor criteria. Unit prices have also continued to rise, resulting in higher than anticipated construction cost estimates. The project will likely need additional funds.   |
| 05-1H691  | MON    | 101   | Prunedale Drainage                   | SHOPP   | 5,100                        | Construction Capital | Very High  | Same as Previous | Design Strategy Changes and Unit Price Increases/Market Changes-As a result of the 95% constructability review, construction method of culvert systems was changed, resulting in increased costs. Additionally, a number of items were added through the office engineer review process including Structure Backfill (Slurry Cement), Concrete Barrier Transition, Water Quality Sampling and Analysis, and Water Quality Monitoring. The project will likely need additional funds.                                 |
| 06-0U290  | KER    | 184   | Weedpatch Hwy 3R Rehab               | SHOPP   | 22,400                       | Construction Capital | Medium     | Same as Previous | Design Strategy Changes.   |
| 06-0V610  | KER    | 119   | Pumpkin Center 3R Rehab              | SHOPP   | 26,500                       | Construction Capital | Medium     | New              | Unit Price Increases/Market Changes and Bidding Environment/Award Issues.  |
| 06-0W810  | KER    | 155   | Delano SR-155 Rehab (3R)             | SHOPP   | 9,000                        | Construction Capital | Very High  | New              | Railroad Involvement and Unit Price Increases/Market Changes-Due to the Union Pacific Railroad (UPRR) requiring a cantilever crossing gate structure and additional lighting at the rail crossing, the construction capital has increased over 120% of the project programming. Additional pavement markings, electrical components and signage are also required to fulfill UPRR's requirements for the cantilever structure.   |
| 06-0W800  | FRE    | 099   | El Dorado to Clinton Rehab           | SHOPP   | 301,613                      | Construction Capital | High       | New              | Alternative Delivery Method.   |
| 06-0W790  | TUL    | 099   | Delano to Pixley Rehab               | SHOPP   | 56,800                       | Construction Capital | Medium     | New              | Design Strategy Changes and Unit Price Increases/Market Changes.   |
| 06-0X240  | KER    | 033   | Ker 33 Culvert Rehab                 | SHOPP   | 4,500                        | Construction Capital | Very High  | New              | Environmental Mitigation; Design Strategy Changes; and Unit Price Increases/Market Changes-The estimate for Construction Capital increased from the programmed amount due to the recent rise in unit prices that are influenced by the construction industry. The scope of work changed from culvert lining to removal and replacement of several culverts with reinforced concrete pipe as well as pipe diameter increases after updated inspections were completed. The project will likely need additional funds. |
| 06-0Y150  | KER    | 223   | Arvin CAPM                           | SHOPP   | 1,050                        | PS&E                 | Very High  | New              | Complete Streets and Design Strategy Changes- During the Project Approval and Environmental Document phase, the project scope was increased to add Complete Streets and Infrastructure and Investment Jobs elements to the project. The additional scope includes ADA curb ramps, sidewalks, modification of traffic signals, flashing beacon systems, bulb-outs, and high visibility crosswalks. The project will likely need additional funds to design and construct the increased scope.                         |
| 06-0Y150  | KER    | 223   | Arvin CAPM                           | SHOPP   | 28                           | Right of Way Support | Very High  | New              | Complete Streets and Design Strategy Changes- During the PAED phase, the project scope was increased to add Complete Streets and Infrastructure and Investment Jobs elements to the project. The additional scope includes ADA curb ramps, sidewalks, modification of traffic signals, flashing beacon systems, bulb-outs, and high visibility crosswalks. The project will likely need additional funds for the increased scope.  |
| 06-0Y180  | MAD    | 145   | Downtown Madera CAPM                 | SHOPP   | 14,020                       | Construction Capital | Very High  | New              | Complete Streets and Unit Price Increases/Market Changes-This project involves pavement rehabilitation and Complete Street improvements on a "main street" in downtown Madera, which is an economically underserved community. The current engineer's estimate has increased beyond the programmed amount. This is attributed to increased unit prices driven by market conditions in the construction industry. It is probable that the district will request a greater than 120% construction allocation.          |
| 06-0W860  | MAD    | 233   | Chowchilla CAPM                      | SHOPP   | 30                           | Right of Way Support | Very High  | New              | Design Strategy Changes-Safety and Broadband features were added to the project increasing the project cost. The project will likely need additional funds.  |
| 06-0W860  | MAD    | 233   | Chowchilla CAPM                      | SHOPP   | 1,861                        | PS&E                 | Very High  | New              | Design Strategy Change-Safety and Broadband features were added to the project increasing the project cost. The project will likely need additional funds.   |
| 06-0W860  | MAD    | 233   | Chowchilla CAPM                      | SHOPP   | 10,575                       | Construction Capital | Medium     | New              | Unit Price Increases/Market Changes and Design Strategy Changes.   |

| D-EA   | County | Route | Description  | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description  |
|--|--------|-------|--|---------|------------------------------|----------------------|------------|------------------|---|
| Pre-Construction-Greater Than 120% Allocation-Continued  |        |       |  |         |                              |                      |            |                  |   |
| 06-1A470   | KER    | 043   | Santa Fe Roundabout  | SHOPP   | 6,065                        | Construction Capital | High       | New              | Unit Price Increases/Market Changes.  |
| 06-0W791   | TUL    | 099   | DELANO TO PIXELY 6-LANE  | STIP    | 84,700                       | Construction Capital | Medium     | New              | Design Strategy Changes and Unit Price Increases/Market Changes.  |
| 07-34450   | VEN    | 150   | VEN-150 Pavement Rehab and Curb Ramps                            | SHOPP   | 8,760                        | Construction Capital | Low        | Decreased        | Unit Price Increases/Market Changes.  |
| 07-34630   | LA     | 101   | LA-101 Pavement Rehab near Universal                             | SHOPP   | 3,824                        | Construction Support | Very High  | New              | Design Strategy Changes-Due to added scope and increased working days caused by restrictive lane closure, additional funds will be likely needed for construction support.  |
| 07-34630   | LA     | 101   | LA-101 Pavement Rehab near Universal                             | SHOPP   | 16,437                       | Construction Capital | Very High  | Increased        | Design Strategy Changes and Unit Price Increases/Market Changes-The project involves scope increase to add additional concrete barrier within Cauhenga District. Also, updated estimates show cost increases due to the current market trend and increases in the unit prices. The project will likely need additional funds.   |
| 07-34650   | LA     | 091   | SR-91 ROADSIDE PRESERVATION                                      | SHOPP   | 23,877                       | Construction Capital | Low        | Same as Previous | Design Strategy Changes; Construction Site Issues; and Unit Price Increases/Market Changes.   |
| 07-34680   | VEN    | 232   | Pavement Rehab on Ven 232  | SHOPP   | 2,859                        | Construction Support | Very High  | New              | Construction Site Issues-It was determined that long term closures would not be feasible due to high volume traffic during the daytime, resulting in increasing construction duration. The project needs additional funds for construction support.   |
| 07-34680   | VEN    | 232   | Pavement Rehab on Ven 232  | SHOPP   | 10,854                       | Construction Capital | Very High  | Increased        | Design Strategy Changes and Unit Price Increases/Market Changes-It was determined that long term closures would not be feasible, so the pavement items were changed from regular concrete to rapid setting. Traffic control was also increased. These have contributed to the need for additional funds.  |
| 07-35320   | LA     | 405   | LA-405, Pavement Rehabilitation                                  | SHOPP   | 88,156                       | Construction Capital | Low        | Same as Previous | Complete Streets.   |
| 07-35420   | LA     | 001   | PCH CAPM, Malibu Lagoon to Ventura CL                            | SHOPP   | 4,400                        | Construction Support | High       | New              | Design Strategy Changes.  |
| 07-35420   | LA     | 001   | PCH CAPM, Malibu Lagoon to Ventura CL                            | SHOPP   | 23,987                       | Construction Capital | High       | Same as Previous | Unit Price Increases/Market Changes and Bidding Environment/Award Issues.   |
| 07-36490   | LA     | 138   | LA-138 Roundabout at 60th St W                                   | SHOPP   | 2,145                        | Construction Support | Very High  | Same as Previous | Construction Site Issues-The funding for Construction Support phase may be inadequate due to changes in project staging and the need to keep the facility operating at one lane each way during construction instead of detouring to local streets. As a result, the number of working days has increased and additional traffic handling and coordination during construction will be required. Additional funds for Construction Support will be likely needed. |
| 07-36490   | LA     | 138   | LA-138 Roundabout at 60th St W                                   | SHOPP   | 6,153                        | Construction Capital | High       | Same as Previous | Unit Price Increases/Market Changes.  |
| 07-36160   | VEN    | 023   | Ven-23 CAPM, IX  | SHOPP   | 787                          | Right of Way Support | Very High  | Same as Previous | Right of Way Acquisition-The Original Right of Way (RW) Data Sheet identified 7 ownerships with 11 Temporary Construction Easements (TCEs) and 3 Permits. However, the RW needs have increased to 12 ownerships with 8 TCEs and 6 Highway Easements. Due to the significant increases of the parcel ownerships and permanent RW acquisitions, the RW support needs have increased. The project will likely need additional funds.                                 |
| 07-37040   | LA     | 005   | I-5 - Pavement Rehab in Castaic                                  | SHOPP   | 49,176                       | Construction Capital | Very High  | Increased        | Design Strategy Changes-The project is in snowplowing areas. Due to the material changes to pavement delineation, there is a high probability that the construction capital may be greater than 120 percent. The project will likely need additional funds.   |
| 09-36680   | INY    | 395   | Meadow Farms ADA   | SHOPP   | 9,901                        | Construction Capital | Very High  | Increased        | Unit Price Increases/Market Changes and Complete Streets-The project involves Complete Street Elements and requires updates to several project components including drainage systems, stripping, and traffic handling. The current trend in unit price increases have contributed to the high engineer's estimates. The project will likely need additional funds.  |
| 09-37450   | INY    | 395   | LONE PINE SIDEWALK   | SHOPP   | 2,830                        | Construction Capital | Very High  | New              | Design Strategy Changes-The lack of roadway slope was observed, evaluated, and calculated; it was determined that the drainage would be insufficient, and a more robust drainage system is being designed. The project will likely need additional funds.   |
| 10-1G270   | CAL    | 049   | SR 49 San Andreas Complete Streets                               | SHOPP   | 16,640                       | Construction Capital | Medium     | Same as Previous | Design Strategy Changes-Due to addition of Complete Streets scope, the construction cost has increased. The 60% design currently incorporates a full structural section replacement within the project limits. Additional funds will be likely needed.  |
| 10-1H700   | CAL    | 049   | SR 49 Angels Camp Complete Streets                               | SHOPP   | 11,665                       | Construction Capital | Very High  | Same as Previous | Design Strategy Changes and Unit Price Increases/Market Changes-The 60% Plans, Specifications, and Estimates was significantly higher than the Project Report Estimate due to several reasons including underestimated drainage cost and mobilization. Also, maintenance recommended to replace a wider portion of the shoulder adjacent to the new curb and gutter to allow rollers to compact the pavement. Greater Than 120% funds will be likely needed.      |
| 10-1F970   | STA    | 099   | SJ & STA TMS   | SHOPP   | 7,855                        | Construction Capital | Very High  | Same as Previous | Bidding Environment/Award Issues and Unit Price Increases/Market Changes-The construction Capital cost estimate is significantly higher than the programmed amount due to an increase in highly specialized electrical items that form the core of this project. Due to the bidding trends and unit price increases in the current market, Greater Than 120% funds will likely be needed.   |
| 10-0X461   | SJ     | 005   | 10-0X461 Stockton Channel Viaduct Bridge Replacement /Southbound | SHOPP   | 8,000                        | Construction Support | High       | Same as Previous | Funding Constraints.  |
| 10-0X461   | SJ     | 005   | 10-0X461 Stockton Channel Viaduct Bridge Replacement /Southbound | SHOPP   | 216,600                      | Construction Capital | High       | Same as Previous | Funding Constraints.  |
| 10-0X462   | SJ     | 005   | 10-0X462 Stockton Channel Viaduct Bridge Replacement /Northbound | SHOPP   | 8,000                        | Construction Support | High       | Same as Previous | Funding Constraints.  |
| 10-0X462   | SJ     | 005   | 10-0X462 Stockton Channel Viaduct Bridge Replacement /Northbound | SHOPP   | 315,900                      | Construction Capital | High       | Same as Previous | Funding Constraints.  |
| 11-43127   | SD     | 005   | I-5 ASSET MGMT SPLIT   | SHOPP   | 80,379                       | Construction Capital | Low        | Decreased        | Design Strategy Changes.  |
| Pre-Construction-Supplementals to Award: 11 projects with a programmed budget of \$171M and risks between \$31M to \$46M |        |       |  |         |                              |                      |            |                  |   |
| 04-0Q210   | CC     | 080   | STORM WATER MITIGATION   | SHOPP   | 7,750                        | Construction Capital | Medium     | New              | Bidding Environment/Award Issues and Unit Price Increases/Market Changes.   |
| 04-0Q820   | NAP    | 029   | Storm Damage - Permanent restoration                             | SHOPP   | 14,073                       | Construction Capital | Very High  | Same as Previous | Bidding Environment/Award Issues and Unit Price Increases/Market Changes-The Department received a total of 6 bids. The lowest bid exceeds the project budget plus the G-12 capacity. The project will likely need supplemental funds.  |

| D-EA   | County   | Route | Description                                 | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description  |
|--|----------|-------|---|---------|------------------------------|----------------------|------------|------------------|---|
| Pre-Construction-Supplementals to Award-Continued  |          |       |   |         |                              |                      |            |                  |   |
| 06-0U500   | KER      | 005   | Wheeler Ridge CAPM                          | SHOPP   | 18,410                       | Construction Capital | Very High  | New              | Unit Price Increases/Market Changes and Bidding Environment/Award Issues-Due to inflationary issues within the industry, all three bids came in above the Engineer's Estimate (EE) with the lowest being 16.79% above the EE. The project will likely need supplemental funds.  |
| 07-33230   | VEN      | 033   | Rock block barrier                          | SHOPP   | 4,285                        | Construction Capital | Low        | Decreased        | Unit Price Increases/Market Changes and Design Strategy Changes-Soon after bids were opened in January 2023, the highway was closed for emergency repairs due to severe winter storms. The contract was never awarded, because the project site continued to be inaccessible. Supplemental Funds to re-advertise and award the contract will be required due to cost escalations. |
| 07-33360   | LA       | 002   | Route 2 Cold plane & Overlay                | SHOPP   | 47,700                       | Construction Capital | Very High  | New              | Bidding Environment/Award Issues and Unit Price Increases/Market Changes-The lowest bid exceeds the project budget plus G-12 capacity. Current trend in unit price increases have contributed to the high bids. Supplemental funds will likely be needed to award the project.  |
| 07-34870   | LA       | 210   | I-210/SR-2 Upgrade Lighting Systems to LED  | SHOPP   | 11,991                       | Construction Capital | Low        | New              | Bidding Environment/Award Issues.   |
| 07-35380   | LA       | 005   | I-5 Tunnel Lighting                         | SHOPP   | 20,319                       | Construction Capital | Very High  | Increased        | Bidding Environment/Award Issues-The project received three bids. The lowest bid exceeds the current project budget plus G-12 capacity. The project will likely need supplemental funds.  |
| 07-2965U   | VEN      | 001   | BRIDGE RAIL UPGRADE                         | SHOPP   | 4,400                        | Construction Capital | Very High  | Increased        | Bidding Environment/Award Issues-The project is in construction phase. The contract has been terminated. The project will be re-packaged and re-advertised. Cost for the re-advertised project will likely increase. Supplemental fund is needed to fund the re-advertised project.   |
| 08-1J540   | SBD      | 015   | SBD 15 BRIDGE RAIL UPGRADE                  | SHOPP   | 11,655                       | Construction Capital | Low        | Decreased        | Bidding Environment/Award Issues and Unit Price Increases/Market Changes-Bids were opened in April 2024 and the lowest bidder was about 14% over the engineer's estimate. However, the lowest bidder was not responsive. The second lowest bidder was about 39% over the engineer's estimate. The project will likely need supplemental funds to award the project.               |
| 10-0Q210   | AMA      | 088   | AMADOR SR 88 ROADWAY IMPROVEMENTS           | SHOPP   | 11,516                       | Construction Capital | Low        | Same as Previous | Design Strategy Changes.  |
| 12-0Q980   | ORA      | 241   | 12-0Q980 SR 241 SB-1 Bridge, TMS & Roadside | SHOPP   | 19,370                       | Construction Capital | Very High  | Increased        | Bidding Environment/Award Issues-The lowest bid is above the engineering estimate by 17.5%. A Supplemental Funds request has been submitted for the August 2024 CTC for additional funds to award the project.  |
| During Construction-COS Supplementals: 23 projects with a programmed budget of \$117M and risks between \$16M to \$27M |          |       |   |         |                              |                      |            |                  |   |
| 01-43640   | DN       | 101   | Dr. Fine Bridge Replacement                 | SHOPP   | 13,355                       | Construction Support | High       | Increased        | Construction Site Issues; Permits; and Claims/Arbitration.  |
| 01-0C500   | HUM      | 036   | Bridge Rail Replacement - 3 bridges         | SHOPP   | 4,325                        | Construction Support | Medium     | Same as Previous | Design Strategy Changes.  |
| 02-1H58U   | PLU      | 070   | Cromberg Combined                           | SHOPP   | 9,130                        | Construction Support | Medium     | Same as Previous | Unit Price Increases/Market Changes.  |
| 03-3F060   | GLE      | 162   | Butte City Bridge Replacement               | SHOPP   | 10,000                       | Construction Support | Low        | Decreased        | Construction Site Issues; Utility Conflicts/Relocation; and Permits.  |
| 03-0H08U   | SAC      | 050   | Sac 50 Design-Build                         | SHOPP   | 25,800                       | Construction Support | Very High  | Same as Previous | Railroad Involvement-As a result of delayed approval of Construction and Maintenance (C&M) Agreement from Union Pacific Railroad, delay in completing construction is likely to occur, which would lead to increased construction support cost.   |
| 03-3J330   | SAC, SOL | 012   | Rio Vista Bridge Op-Systems Upgrade         | SHOPP   | 3,100                        | Construction Support | Very High  | Same as Previous | Stakeholder Concerns-The United States Coast Guard (USCG) does not allow any closure between July to November time frame and allows only limited work windows for the rest of the year. In addition, vendors' delivery challenges due to USCG's requirements result in cost increases and delays in finalizing construction. Supplemental funds will be likely needed.            |
| 04-0A020   | SON      | 001   | Gleason Realignment                         | SHOPP   | 700                          | Right of Way Support | High       | Increased        | Right of Way Acquisition.   |
| 04-4A800   | ALA      | 880   | Lake Merritt Railroad Bridge Replacement    | SHOPP   | 3,600                        | Construction Support | High       | Increased        | Construction Site Issues.   |
| 04-2640F   | SON      | 101   | MSN Segment C2                              | STIP    | 12,600                       | Construction Support | Low        | Same as Previous | Construction Site Issues and Environmental Mitigation.  |
| 04-0J560   | SCL      | 101   | SCL 101 Br. Rail Replacement/Upgrade        | SHOPP   | 3,050                        | Construction Support | Medium     | Same as Previous | Construction Site Issues and Railroad Involvement.  |
| 04-0K800   | MRN      | 101   | MRN 101 ADA                                 | SHOPP   | 120                          | Right of Way Support | Very High  | Same as Previous | Right of Way Acquisition and Utility Conflicts/Relocation-Delays in the acquisition of 2 parcels and resolution of utility conflicts impacted the Right of Way (RW) Support budget. The remaining post RW certification activities include relinquishment agreements with the City of San Rafael and project closeout. Supplemental funds for RW support will be likely needed.   |
| 04-2K710   | ALA      | 061   | ALA-61 CAPM                                 | SHOPP   | 1,785                        | Construction Support | Medium     | Same as Previous | Construction Site Issues.   |
| 04-4K980   | ALA      | 980   | D4 HQ Elevators Repair                      | SHOPP   | 864                          | Construction Support | Medium     | Decreased        | Construction Site Issues and Permits-Architectural & Engineering consultants will be needed to provide extensive design support and quality assurance during construction of the high-rise building elevator system. Additional coordination effort is needed with the regulatory agencies for elevator commissioning.  |
| 05-0A090   | MON      | 156   | Castroville Overhead                        | SHOPP   | 2,000                        | Construction Support | Medium     | Same as Previous | Railroad Involvement and Construction Site Issues.  |
| 05-1H020   | MON      | 101   | Camp Roberts SRRA Infrastructure Upgrade    | SHOPP   | 1,697                        | Construction Support | Low        | Same as Previous | Construction Site Issues.   |
| 05-1K130   | SCR      | 009   | PM 19.97 Hairpin Tieback                    | SHOPP   | 1,296                        | Construction Support | Low        | Same as Previous | Utility Conflicts/Relocation-Additional construction support is needed to account for an AT&T Fiber Optic line that needed relocation during construction. Also, additional structures design is needed to re-design a retaining wall.  |
| 06-0Q920   | KER      | 099   | Union Ave to White Lane 2R Rehab            | SHOPP   | 6,400                        | Construction Support | Medium     | Same as Previous | Construction Site Issues.   |
| 06-0V280   | KER      | 184   | Kern 184/Sunset Roundabout                  | SHOPP   | 970                          | Construction Support | Low        | Same as Previous | Construction Site Issues.   |
| 07-29140   | LA       | 001   | TRANCAS CREEK BRIDGE                        | SHOPP   | 740                          | Right of Way Support | Medium     | Same as Previous | Right of Way Acquisition and Utility Conflicts/Relocation.  |

| D-EA  | County   | Route         | Description                              | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description  |
|---|----------|---------------|--|---------|------------------------------|----------------------|------------|------------------|---|
| During Construction-COS Supplementals-Continued   |          |               |  |         |                              |                      |            |                  |   |
| 07-32490  | LA       | 005           | Repair/upgrade pump stations             | SHOPP   | 1,188                        | Construction Support | Very High  | New              | Construction Site Issues-Differing site conditions, including unidentified utilities and mismatch between as-built plans and field conditions resulted in redesign of drainage systems. Also, an existing drainage pipe collapsed during construction, necessitating repair of the failed pipe and reinforcement of similar pipes in the project area to prevent additional damage. The project will likely need additional funds.  |
| 08-1H290  | SBD      | 173           | SBD 173 CONSTRUCT SOLDIER PILE WALL      | SHOPP   | 2,760                        | Construction Support | Low        | Same as Previous | Construction Site Issues and Utility Conflicts/Relocation-The contractor experienced delays due to concrete shortage. This in turn impacted the utility owners' schedules and their ability to relocate their facility timely. Additionally, extreme weather conditions caused roadway closures and damages to newly constructed facilities. This has contributed to the increase in several project delays and support cost expenditure. The team also encountered unidentified utilities that resulted in right of way delays. Additional funds will likely be needed beyond the G-12 capacity. |
| 09-21341  | INY      | 395           | Olancho/Cartago 4-Lane                   | STIP    | 1,058                        | Construction Support | Medium     | New              | Construction Site Issues.   |
| 10-1H500  | CAL      | 004           | Bridge Replacement                       | SHOPP   | 10,189                       | Construction Support | Low        | New              | Funding Constraints.  |
| During Construction-Supplementals to Complete Construction: 40 projects with a programmed budget of \$1.208 and risks between \$77M to \$147M |          |               |  |         |                              |                      |            |                  |   |
| 01-43480  | MEN      | 001           | Pudding Creek Bridge                     | SHOPP   | 9,338                        | Construction Capital | High       | Same as Previous | Construction Site Issues.   |
| 01-0A131  | MEN      | 162           | Eel River Bridge Replacement             | SHOPP   | 7,972                        | Construction Capital | High       | New              | Construction Site Issues.   |
| 03-3F060  | GLE      | 162           | Butte City Bridge Replacement            | SHOPP   | 85,000                       | Construction Capital | Low        | Decreased        | Permits; Utility Conflicts/Relocation; and Construction Site Issues.  |
| 03-1H240  | PLA      | 049           | American Canyon Roundabout               | SHOPP   | 6,051                        | Construction Capital | Very High  | New              | Railroad Involvement; Utility Conflicts/Relocation; and Unit Price Increases/Market Changes-The cost increase is due to the failure of utility owners: PG&E, Placer County Water Agency, and the City of Auburn to obtain Maintenance Consent Letters and subsequent Right of Entry permits from Union Pacific Railroad. This has caused delays to the contractor's operations causing increased costs in stormwater maintenance and labor costs. The project will likely need supplemental funds.  |
| 03-3H540  | BUT      | 070           | Pulga 70 Profile Change                  | SHOPP   | 31,230                       | Construction Capital | Medium     | Increased        | Construction Site Issues and Claims/Arbitration.  |
| 03-0H08U  | SAC      | 050           | Sac 50 Design-Build                      | SHOPP   | 299,294                      | Construction Capital | Very High  | Same as Previous | Railroad Involvement-As a result of delays in getting an approved Construction and Maintenance (C&M) Agreement from Union Pacific Railroad, delay in completing construction is likely to occur, which would lead to increased project cost.  |
| 03-3J330  | SAC, SOL | 012           | Rio Vista Bridge Op-Systems Upgrade      | SHOPP   | 16,200                       | Construction Capital | Very High  | Same as Previous | Stakeholder Concerns and Unit Price Increases/Market Changes-The United States Coast Guard (USCG) does not allow any closure between July to November time frame and allows only limited work windows for the rest of the year. Due to the current economic trend and ongoing inflation rates, construction material cost will likely increase. In addition, vendors' delivery challenges due to USCG's requirements result in additional costs. Supplemental funds will be likely needed.  |
| 04-0A020  | SON      | 001           | Gleason Realignment                      | SHOPP   | 7,398                        | Right of Way Capital | High       | Increased        | Environmental Mitigation.   |
| 04-0A020  | SON      | 001           | Gleason Realignment                      | SHOPP   | 35,824                       | Construction Capital | Medium     | Decreased        | Construction Site Issues and Environmental Mitigation.  |
| 04-4A800  | ALA      | 880           | Lake Merritt Railroad Bridge Replacement | SHOPP   | 7,225                        | Construction Capital | High       | Same as Previous | Construction Site Issues.   |
| 04-4H050  | SON      | 012           | SON 12 Bridge Scour Mitigation           | SHOPP   | 10,752                       | Construction Capital | Medium     | Same as Previous | Construction Site Issues.   |
| 04-2A251  | SCL      | 152           | Hecker Pass Planting and ENV mitigation  | SHOPP   | 1,100                        | Construction Capital | Medium     | Same as Previous | Construction Site Issues.   |
| 04-0J560  | SCL      | 101           | SCL 101 Br. Rail Replacement/Upgrade     | SHOPP   | 9,606                        | Construction Capital | Medium     | Decreased        | Construction Site Issues and Railroad Involvement.  |
| 04-4J750  | ALA      | 084           | Install Outer Separation Barriers        | SHOPP   | 14,686                       | Construction Capital | Medium     | New              | Funding Constraints and Construction Site Issues.   |
| 04-0K070  | SM       | 092, 880, 580 | Install APS(Accessible Ped Signal)       | SHOPP   | 5,732                        | Construction Capital | Medium     | Same as Previous | Utility Conflicts/Relocation.   |
| 04-2K720  | CC       | 004           | CC-4 CAPM                                | SHOPP   | 55,281                       | Construction Capital | Medium     | Same as Previous | Construction Site Issues.   |
| 04-4K980  | ALA      | 980           | D4 HQ Elevators Repair                   | SHOPP   | 5,626                        | Construction Capital | Medium     | Decreased        | Construction Site Issues-The current estimate has been increased due to the overall supply chain limitations and specialty labor force associated with the COVID-19 pandemic.   |
| 04-0Q440  | SM       | 001           | SAN MATEO BMPs                           | SHOPP   | 3,363                        | Construction Capital | Medium     | Same as Previous | Funding Constraints and Construction Site Issues.   |
| 05-1H230  | MON      | 218           | Seaside ADA                              | SHOPP   | 1,238                        | Construction Capital | Low        | New              | Claims/Arbitration; Construction Site Issues; Utility Conflicts/Relocation; and Unit Price Increases/Market Changes.  |
| 05-1H690  | MON      | 101           | Prunedale CAPM                           | SHOPP   | 36,207                       | Construction Capital | Low        | Same as Previous | Construction Site Issues.   |
| 05-1H860  | SB       | 101           | Gaviota-Nojoqui CAPM                     | SHOPP   | 61,719                       | Construction Capital | Low        | New              | Construction Site Issues and Design Strategy Changes.   |
| 05-1H960  | SB       | 135           | Route 135 Signal Modifications           | SHOPP   | 12,285                       | Construction Capital | Medium     | New              | Construction Site Issues and Design Strategy Changes.   |
| 06-36024  | TUL      | 099           | Tagus 6-Lane (Combined)                  | STIP    | 57,351                       | Construction Capital | Low        | Same as Previous | Claims/Arbitration and Construction Site Issues.  |
| 06-0V760  | TUL      | 099           | Warlow SRRA Infrastructure Upgrades      | SHOPP   | 7,000                        | Construction Capital | Low        | Same as Previous | Bidding Environment/Award Issues and Unit Price Increases/Market Changes.   |
| 06-0X700  | TUL      | 063           | Visalia Mall CAPM                        | SHOPP   | 11,800                       | Construction Capital | Medium     | New              | Construction Site Issues.   |
| 06-0Y130  | KER      | 033           | Blackwell's Corner CAPM                  | SHOPP   | 28,526                       | Construction Capital | Medium     | New              | Unit Price Increases/Market Changes and Bidding Environment/Award Issues.   |
| 07-30370  | LA       | 101           | US101 Median Barrier                     | SHOPP   | 35,300                       | Construction Capital | Medium     | Same as Previous | Construction Site Issues.   |



| D-EA  | County | Route    | Description                                      | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description  |
|---|--------|----------|--|---------|------------------------------|----------------------|------------|------------------|---|
| During Construction-Supplementals to Complete Construction-Continued  |        |          |  |         |                              |                      |            |                  |   |
| 07-31600  | LA     | 014      | SR-14 2R in Palmdale                             | SHOPP   | 126,660                      | Construction Capital | Very High  | Same as Previous | Construction Site Issues and Stakeholder Concerns-Requests from local agencies to reduce traffic impacts resulted in costly stage construction changes, including the construction and removal of an 8-mile temporary lane. Coordination with a local interchange project group and the discovery of differing site conditions also contributed to the cost increase. Supplemental funds will be likely needed.   |
| 07-32490  | LA     | 005      | Repair/upgrade pump stations                     | SHOPP   | 5,946                        | Construction Capital | Very High  | Same as Previous | Construction Site Issues-Differing site conditions including unidentified utilities and mismatch between as-built plans and field conditions resulted in re-design of the drainage systems. Also, an existing drainpipe collapsed during construction, necessitating repair of the failed pipe and reinforcement of similar pipes in the project area to prevent additional damage. Addressing these items also resulted in increased traffic control costs. The project will likely need supplemental funds to complete construction.  |
| 07-32570  | LA     | 005      | Construct Southern Regional Repair Shop          | SHOPP   | 23,400                       | Construction Capital | Low        | Same as Previous | Claims/Arbitration.   |
| 07-34320  | LA     | 405      | majSlope Stability                               | SHOPP   | 14,357                       | Construction Capital | Low        | Decreased        | Construction Site Issues.   |
| 08-0R420  | SBD    | 015, 210 | NEW FONTANA MAINTENANCE FACILITY (DB)            | SHOPP   | 20,350                       | Construction Capital | Very High  | Same as Previous | Alternative Delivery Method and Claims/Arbitration-Contractor claimed that Covid-19 related issues and the Ukraine war have resulted in significant cost increases. Contractor and Caltrans are in discussions to mutually agree and cancel the Design Build contract. The project will likely need supplemental funds or it might get cancelled and re-programmed in future.   |
| 08-1H290  | SBD    | 173      | SBD 173 CONSTRUCT SOLDIER PILE WALL              | SHOPP   | 8,503                        | Construction Capital | Low        | Same as Previous | Utility Conflicts/Relocation and Construction Site Issues-The contractor experienced delays due to concrete shortage. This in turn impacted the utility owners' schedules and their ability to relocate their facility timely. Additionally, extreme weather conditions caused roadway closures and resulted in damages to the newly constructed facilities. This has contributed to the increase in capital cost.  |
| 10-0E530  | CAL    | 004      | WAGON TRAIL REALIGNMENT                          |         | 11,680                       | Construction Capital | High       | New              | Stakeholder Concerns.   |
| 10-1C270  | STA    | 005      | WESTLEY REST AREA                                | SHOPP   | 17,166                       | Construction Capital | High       | New              | Funding Constraints.  |
| 10-0S680  | ALP    | 004      | ALPINE CULVERT REHAB                             | SHOPP   | 2,598                        | Construction Capital | Medium     | Same as Previous | Claims/Arbitration.   |
| 10-1F400  | SJ     | 005      | SJ Changeable Message Signs                      | SHOPP   | 11,110                       | Construction Capital | Low        | Same as Previous | Claims/Arbitration-Contractor has submitted five construction claims. Additional funds will be likely needed to process the claims.   |
| 10-1H280  | STA    | 005      | STA 5 BRIDGE REHAB                               | SHOPP   | 12,448                       | Construction Capital | High       | Same as Previous | Construction Site Issues.   |
| 10-0S801  | STA    | 108      | North County Corridor Phase 1                    | STIP    | 20,000                       | Construction Capital | High       | New              | Utility Conflicts/Relocation.   |
| 12-0Q930  | ORA    | 005      | 12-0Q930 Bridge Project on Route 5 and 133       | SHOPP   | 16,966                       | Construction Capital | Low        | Decreased        | Railroad Involvement.   |
| During Construction-Partnership Projects-Local Agency Implementing Agency: 4 projects with a programmed budget of \$129M and risks between \$6M to \$9M |        |          |  |         |                              |                      |            |                  |   |
| 04-0A772  | ALA    | 080      | GILMAN I/C - DOUBLE ROUNDABOUTS                  | STIP    | 22,159                       | Construction Capital | High       | New              | Construction Site Issues.   |
| 05-34490  | SBT    | 156      | SAN BENITO ROUTE 156 IMPROVEMENT PROJECT         | STIP    | 11,000                       | Construction Support | Medium     | New              | Unit Price Increases/Market Changes and Funding Constraints.  |
| 10-0E531  | CAL    | 004      | Wagon Trail Construction Capital Funding         | SHOPP   | 24,325                       | Construction Capital | High       | New              | Stakeholder Concerns.   |
| 12-0C110  | ORA    | 057      | 12-0C110 SR 57 Reconfigure Ramp                  | STIP    | 71,103                       | Construction Capital | Low        | Decreased        | Construction Site Issues and Claims/Arbitration-Bridge was poured in March 2022 and contractor immediately submitted repair plan. Caltrans needed to approve the repair plan by conducting detailed forensics and investigations which is a lengthy process with the support of a Consultant. Caltrans and the Consultant moved forward with a robust repair plan strategy. However, new cracking was identified on August 1, 2022, thus raising more concerns about a viable repair plan. The discussions are currently on-going.  |
| Post-Construction-COS Supplementals: 1 project with a programmed budget of \$6M and risks between \$0.1M to \$2M  |        |          |  |         |                              |                      |            |                  |   |
| 06-36024  | TUL    | 099      | Tagus 6-Lane (Combined)                          | STIP    | 5,950                        | PS&E                 | Very High  | Same as Previous | Design Strategy Changes-This project is funded from the STIP (RIP and ITIP). The Plans, Specifications, and Estimates (PS&E) component overran the programmed budget and county STIP shares were debited at the time of construction allocation for the PS&E overrun. However, after the project received the construction allocation, it was determined that the entire project limits needed to be surveyed again due to ground subsidence. This resulted in PS&E expenditures increasing over the debited amount. It is anticipated that county shares will be debited a second time after construction contract acceptance for the overrun to the PS&E component. |
| Post-Construction-Supplementals to Closeout: 16 projects with a programmed budget of \$1.08 and risks between \$6M to \$83M                             |        |          |  |         |                              |                      |            |                  |   |
| 01-0E770  | HUM    | 101      | HUM-101 Strengthen 2 Bridges                     | SHOPP   | 10,109                       | Construction Capital | High       | Same as Previous | Claims/Arbitration.   |
| 02-37890  | SHA    | 005      | Antlers Br Replacement                           | SHOPP   | 238,927                      | Construction Capital | Very High  | Increased        | Claims/Arbitration-Contractor has submitted multiple claims and they are currently in arbitration. Supplemental funds will be likely needed.  |
| 03-0H342  | SAC    | 099      | 21st Ave UC                                      | SHOPP   | 4,560                        | Construction Capital | Very High  | Same as Previous | Claims/Arbitration-The Contractor has submitted claims. The District is currently working with the Caltrans Legal and the contractor to resolve their disputes.   |
| 05-1C890  | MON    | 101      | Salinas Rehab                                    | SHOPP   | 6,189                        | Construction Support | Low        | Decreased        | Construction Site Issues.   |
| 05-1J470  | SB     | 135      | Bunny Avenue and North Broadway Ped Improvements | SHOPP   | 1,696                        | Construction Capital | Medium     | Same as Previous | Claims/Arbitration.   |
| 06-44255  | KER    | 046      | ROUTE 46 CONV/EXWY SEGMENT 4B                    | STIP    | 23,500                       | Construction Capital | Medium     | New              | Claims/Arbitration.   |

| D-EA  | County | Route | Description                           | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Level | Risk Trend       | Risk Description  |
|---|--------|-------|---------------------------------------|---------|------------------------------|----------------------|------------|------------------|---|
| Post-Construction-Supplementals to Closeout-Continued   |        |       |                                       |         |                              |                      |            |                  |   |
| 06-44255  | KER    | 046   | ROUTE 46 CONV/EXWY SEGMENT 4B         | STIP    | 9,370                        | Right of Way Capital | Medium     | New              | Utility Conflicts/Relocation and Claims/Arbitration-The project is expected to exceed the combined right of way (RW) capital and support budgets due to several issues. First, the Lost Hills Utility District (LHUD) was unable to secure funding for the relocations required for their sewer line, which necessitated taking out a loan to complete the relocations. The loan will be repaid to the general fund instead of the STIP-RIP. Additionally, there was an increase in utility costs for water line relocation. Secondly, RW increases were a result of a questionable bill concerning PG&E relocation. Caltrans RW Utilities exceeded their designated responsibility for payment in relation to the PG&E relocation. Thirdly, the cost increases were caused by various water line relocation costs, including temporary re-route due to the non-demolition of Lalo's Market and additional waterline relocation necessitated by Design (west of the aqueduct). RW already has an existing utility agreement in place for LHUD waterline relocation. Therefore, these issues will also have a negative impact on the Local's RIP shares. |
| 06-0Q280  | KER    | 099   | Bakersfield 99 Rehab I(North)         | SHOPP   | 86,000                       | Construction Capital | Low        | New              | Construction Site Issues.   |
| 06-0V280  | KER    | 184   | Kern 184/Sunset Roundabout            | SHOPP   | 530                          | Right of Way Support | Low        | New              | Permits.  |
| 06-1E200  | MAD    | 099   | MADERA 99 AND 152, BRIDGE DECK REHAB  | SHOPP   | 180                          | Construction Support | Low        | New              | Funding Constraints.  |
| 07-13820  | LA     | 047   | Schuyler Heim Bridge Replacement (OS) | SHOPP   | 79,000                       | Construction Support | Low        | Same as Previous | Construction Site Issues.   |
| 07-13820  | LA     | 047   | Schuyler Heim Bridge Replacement (OS) | SHOPP   | 270,200                      | Construction Capital | Low        | Same as Previous | Construction Site Issues.   |
| 07-1218W  | LA     | 005   | I5 North & Empire                     | STIP    | 257,090                      | Construction Capital | Low        | Same as Previous | Claims/Arbitration.   |
| 07-29740  | LA     | 105   | 105/110 lighting                      | SHOPP   | 4,920                        | Construction Capital | Low        | Same as Previous | Claims/Arbitration.   |
| 07-30660  | LA     | 213   | Western Ave ADA                       | SHOPP   | 3,100                        | Construction Capital | Low        | Same as Previous | Construction Site Issues.   |
| 07-31170  | LA     | 134   | LA-134 Pavement Preservation          | SHOPP   | 5,735                        | Construction Support | Low        | New              | Construction Site Issues.   |
| Post Construction: Right of Way Adjustment: 1 project with programmed budget of \$5M and risks between \$0.1M to \$4M |        |       |                                       |         |                              |                      |            |                  |   |
| 05-4482U  | SB     | 101   | Linden & Casitas Pass Interchanges    | STIP    | 5,394                        | Right of Way Capital | High       | Same as Previous | Utility Conflicts/Relocation and Funding Constraints.   |

## **Risk Description**

The Watch List describes several common risks that may affect the cost and/or schedule of ongoing projects. In all cases, the risks described in the Watch List were not accounted for at the time of the last Commission action.

The table below provides definitions and examples of each risk description.

| <b>Risk Description</b>          | <b>Definitions and Examples</b>  |
|----------------------------------|--|
| Alternative Delivery Method      | The project will be delivered using an alternative delivery method, such as Design-Build or Construction Manager/General Contractor, rather than Design-Bid-Build.   |
| Bidding Environment/Award Issues | The bidding environment changes, such as when there are materials shortages, there is a lack of competition, or contractors do not comply with Disadvantaged Business Enterprise requirements. Project may need to be re-advertised.                                       |
| Claims/Arbitration               | The contractor has submitted claims, or the project is in arbitration to resolve claims.   |
| Complete Streets                 | There is a need to add Complete Streets elements, such as bike lanes/paths or sidewalks, to the project scope.   |
| Construction Site Issues         | A site issue that was not identified on the plans or in the specifications, such as differing site conditions or buried man-made objects.  |
| Design Strategy Changes          | The design strategy changes based on new information, such as topographical survey results, geotechnical investigation results, environmental study results, or public input. For example a bridge rehabilitation could become a bridge replacement.                       |
| Environmental Document Change    | The Environmental Document type changes, such as from Categorical Exemption to Initial Study with Negative Declaration, or from Initial Study with Negative Declaration to Environmental Impact Report.  |
| Environmental Mitigation         | The need for mitigation is identified or additional mitigation is needed.  |
| Fish Passage                     | There is a need to address fish passage.   |
| Funding Constraints              | A local agency may experience lower sales tax revenues or developer fees, or the State might not be able to fully fund a STIP project, which causes delays.  |
| Litigation                       | Caltrans is involved in litigation regarding the project unrelated to contractor claims/arbitration.   |
| Permits                          | The process of obtaining permits (from agencies such as Regional Water Quality Control Boards, Department of Fish and Wildlife, Army Corps of Engineers, Coastal Commission, or local agency encroachment permits) leads to design changes, cost increases, and/or delays. |

| <b>Risk Description</b>             | <b>Definitions and Examples</b>  |
|-------------------------------------|--|
| Railroad Involvement                | Development of the railroad Construction and Maintenance agreement results in delays or causes design changes that increase costs.   |
| Right of Way Acquisition            | Coordination with property owners to obtain permission to enter or temporary easements, or to acquire parcels, causes delays or results in design changes that could increase costs and/or cause delays. |
| Stakeholder Concerns                | Stakeholders raise issues that cause design changes.   |
| Utility Conflicts/Relocation        | Coordination with utility companies, either while identifying the location of utilities or while relocating utilities, causes delays and/or increases costs.   |
| Unit Price Increases/Market Changes | Unit price increases due to current market trends and impact of inflation.   |

| (B) Caltrans Fiscal Year 2023-24       |     |     |  |                                 |                 |                                 |                 |                                 |                 |   |   |             |
|--|-----|-----|--|---------------------------------|-----------------|---------------------------------|-----------------|---------------------------------|-----------------|---|---|-------------|
| State Highway Operation and Protection |     |     |  |                                 |                 |                                 |                 |                                 |                 |   |   |             |
| Program Project Closeout               |     |     |  |                                 |                 |                                 |                 |                                 |                 |   |   |             |
| Project Description                    |     |     | Support (\$1,000's)  |                                 |                 | Capital (\$1,000's)             |                 | Total (\$1,000's)               |                 | Completed<br>Within Approved<br>Budget? | Years Delivered: Early,<br>Delayed, or<br>On-time |             |
|  |     |     | Original<br>Budget <sup>1</sup>                                | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs |   |   |             |
| 1st Quarter                            |     |     |  |                                 |                 |                                 |                 |                                 |                 |   |   |             |
| 01-0A120                               | HUM | 096 | Three HUM Bridges  | \$ 5,394                        | \$ 6,341        | \$ 3,235                        | \$ 3,888        | \$ 2,337                        | \$ 10,229       | \$ 5,571                                | Yes   | 0 On Time   |
| 01-0H880                               | LAK | 029 | Kelsey Creek L Turn Channelization                             | \$ 4,090                        | \$ 4,090        | \$ 2,878                        | \$ 2,130        | \$ 1,862                        | \$ 6,220        | \$ 4,740                                | Yes   | 0 On Time   |
| 01-0E83U                               | VAR | VAR | COMBINED TMS   | \$ 4,885                        | \$ 4,885        | \$ 4,136                        | \$ 4,466        | \$ 4,075                        | \$ 9,351        | \$ 8,210                                | Yes   | 0 On Time   |
| 02-4J320                               | SIS | 096 | SIS 96 Wild Fire Repair  | \$ 800                          | \$ 800          | \$ 433                          | \$ 4,050        | \$ 2,544                        | \$ 4,850        | \$ 2,977                                | Yes   | 0 On Time   |
| 02-0K130                               | TRI | 299 | TRI 299 D1 Gray Creek DO                                       | \$ 200                          | \$ 200          | \$ 142                          | \$ 500          | \$ 459                          | \$ 700          | \$ 601                                  | Yes   | 0 On Time   |
| 03-0F250                               | YOL | 080 | Sac River BOH (Bryte Bend)                                     | \$ 2,615                        | \$ 8,025        | \$ 7,798                        | \$ 22,262       | \$ 19,203                       | \$ 30,287       | \$ 27,001                               | Yes   | 0 On Time   |
| 03-1H100                               | SAC | VAR | Sac 50 Paint   | \$ 4,310                        | \$ 4,555        | \$ 2,749                        | \$ 13,579       | \$ 13,127                       | \$ 18,134       | \$ 15,876                               | Yes   | 0 On Time   |
| 03-4F171                               | YOL | 016 | Esparto  | \$ 2,830                        | \$ 4,125        | \$ 3,487                        | \$ 3,867        | \$ 3,196                        | \$ 7,992        | \$ 6,682                                | Yes   | 0 On Time   |
| 03-2H15U                               | SAC | VAR | SAC Roadside Safety  | \$ 3,650                        | \$ 3,335        | \$ 2,608                        | \$ 7,201        | \$ 6,908                        | \$ 10,536       | \$ 9,515                                | Yes   | 0 On Time   |
| 04-3G690                               | SOL | 080 | Dan Wilson Creek Br.   | \$ 1,536                        | \$ 3,537        | \$ 3,243                        | \$ 3,470        | \$ 2,847                        | \$ 7,007        | \$ 6,090                                | Yes   | 0 On Time   |
| 04-4G840                               | NAP | 128 | Capell Creek Bridge Replacement                                | \$ 5,276                        | \$ 11,344       | \$ 11,270                       | \$ 16,032       | \$ 15,196                       | \$ 27,376       | \$ 26,466                               | Yes   | 0 On Time   |
| 04-0J600                               | SOL | 080 | Br Rehab+Scour   | \$ 2,816                        | \$ 3,222        | \$ 3,104                        | \$ 3,641        | \$ 2,257                        | \$ 6,863        | \$ 5,360                                | Yes   | (1) Delayed |
| 04-4J300                               | NAP | 029 | SR 29 York to 128 Split CAPM                                   | \$ 3,144                        | \$ 3,457        | \$ 3,268                        | \$ 9,385        | \$ 8,948                        | \$ 12,842       | \$ 12,216                               | Yes   | 0 On Time   |
| 04-0K510                               | MRN | 101 | Irwn Cr Br Rehab Culvert                                       | \$ 2,805                        | \$ 2,982        | \$ 2,679                        | \$ 1,955        | \$ 780                          | \$ 4,937        | \$ 3,459                                | Yes   | 0 On Time   |
| 04-0K650                               | ALA | VAR | ALA & CC Concrete Barrier & MGS                                | \$ 2,266                        | \$ 2,886        | \$ 2,824                        | \$ 3,054        | \$ 2,781                        | \$ 5,940        | \$ 5,605                                | Yes   | 0 On Time   |
| 04-2K280                               | SCL | 009 | SCL-9 Install RSP and upgrade drainage                         | \$ 799                          | \$ 1,093        | \$ 1,057                        | \$ 761          | \$ 479                          | \$ 1,854        | \$ 1,536                                | Yes   | 0 On Time   |
| 04-2Y950                               | ALA | 880 | DO   | \$ 180                          | \$ 180          | \$ 82                           | \$ 450          | \$ 64                           | \$ 630          | \$ 146                                  | Yes   | 0 On Time   |
| 05-0Q601                               | SCR | 017 | Hwy 17 Source Control Landscape Split                          | \$ 1,055                        | \$ 1,055        | \$ 566                          | \$ 427          | \$ 337                          | \$ 1,482        | \$ 904                                  | Yes   | (1) Delayed |
| 05-1G960                               | VAR | VAR | Pedestrian Signals #2  | \$ 2,636                        | \$ 2,636        | \$ 1,647                        | \$ 569          | \$ 483                          | \$ 3,205        | \$ 2,130                                | Yes   | 0 On Time   |
| 05-1G970                               | SB  | 135 | Santa Maria CAPM   | \$ 6,097                        | \$ 6,239        | \$ 4,975                        | \$ 14,323       | \$ 12,583                       | \$ 20,562       | \$ 17,558                               | Yes   | 0 On Time   |
| 05-1Q040                               | SBT | 101 | Sbt 101 Heave  | \$ 130                          | \$ 130          | \$ 81                           | \$ 650          | \$ 348                          | \$ 780          | \$ 429                                  | Yes   | 0 On Time   |
| 06-0U230                               | VAR | VAR | Tul-Fre-Mad Pumping Plant Upgrades                             | \$ 5,560                        | \$ 5,560        | \$ 3,798                        | \$ 5,446        | \$ 5,235                        | \$ 11,006       | \$ 9,034                                | Yes   | 0 On Time   |
| 06-0U300                               | VAR | VAR | TULARE AND KINGS CO WIRE THEFT RESTORATION                     | \$ 5,370                        | \$ 5,770        | \$ 4,825                        | \$ 12,799       | \$ 11,358                       | \$ 18,569       | \$ 16,182                               | Yes   | 0 On Time   |
| 06-0H140                               | TUL | 190 | TULARE CULVERT REPLACEMENT                                     | \$ 2,560                        | \$ 3,320        | \$ 2,648                        | \$ 2,139        | \$ 1,657                        | \$ 5,459        | \$ 4,305                                | Yes   | (3) Delayed |
| 06-0Y420                               | FRE | 145 | I-5 to Kerman Rumble Strip                                     | \$ 2,360                        | \$ 2,230        | \$ 1,511                        | \$ 1,824        | \$ 1,667                        | \$ 4,054        | \$ 3,178                                | Yes   | 0 On Time   |
| 07-29660                               | LA  | 010 | Santa Monica Viaduct Paint & Catwalk                           | \$ 8,958                        | \$ 11,248       | \$ 9,590                        | \$ 38,609       | \$ 34,984                       | \$ 49,857       | \$ 44,574                               | Yes   | 0 On Time   |
| 07-33320                               | LA  | 005 | Pilot Project #2   | \$ 1,200                        | \$ 3,220        | \$ 2,159                        | \$ 2,664        | \$ 2,194                        | \$ 5,884        | \$ 4,352                                | Yes   | 0 On Time   |
| 07-33760                               | LA  | 014 | Rte 14 Drainage Culvert  | \$ 3,722                        | \$ 4,534        | \$ 3,838                        | \$ 5,353        | \$ 4,752                        | \$ 9,887        | \$ 8,590                                | Yes   | 0 On Time   |
| 08-1E840                               | RIV | 062 | RIV 62 MILL & OVERLAY  | \$ 5,102                        | \$ 11,579       | \$ 11,385                       | \$ 30,298       | \$ 26,632                       | \$ 41,877       | \$ 38,018                               | Yes   | (3) Delayed |
| 08-1F143                               | RIV | 015 | RIV 015 CAPM & SLAB REPLACEMENT                                | \$ 6,733                        | \$ 7,251        | \$ 6,888                        | \$ 25,904       | \$ 24,585                       | \$ 33,155       | \$ 31,472                               | Yes   | (1) Delayed |
| 08-1K780                               | SBD | 259 | SR-259 Concrete Barrier  | \$ 1,155                        | \$ 1,878        | \$ 1,680                        | \$ 580          | \$ 447                          | \$ 2,458        | \$ 2,128                                | Yes   | 0 On Time   |
| 08-1L360                               | RIV | 010 | RIV-10 PAVEMENT MARKINGS AND STRIPING                          | \$ 1,604                        | \$ 1,699        | \$ 1,110                        | \$ 869          | \$ 709                          | \$ 2,568        | \$ 1,819                                | Yes   | 0 On Time   |
| 10-0Y600                               | MPA | 140 | MARIPOSA CROSSWALKS  | \$ 859                          | \$ 2,884        | \$ 2,543                        | \$ 3,273        | \$ 2,752                        | \$ 6,157        | \$ 5,295                                | Yes   | (1) Delayed |
| 11-41740                               | SD  | 078 | ROUTE 78 SLOPE AND EROSION REPAIR                              | \$ 1,961                        | \$ 2,311        | \$ 2,226                        | \$ 2,937        | \$ 2,601                        | \$ 5,248        | \$ 4,827                                | Yes   | 0 On Time   |
| 11-42490                               | SD  | VAR | UPGRADE/INSTALL CURVE WARNING SIGNS AT HORIZONTAL CURVES       | \$ 1,556                        | \$ 2,541        | \$ 2,524                        | \$ 3,287        | \$ 3,036                        | \$ 5,828        | \$ 5,559                                | Yes   | 2 Early     |
| 11-42810                               | SD  | 008 | SD-008-LO.7/R23.0 - DRAINAGE SYSTEM RESTORATION                | \$ 4,783                        | \$ 4,783        | \$ 4,271                        | \$ 5,877        | \$ 5,429                        | \$ 10,660       | \$ 9,699                                | Yes   | 0 On Time   |
| 12-0N860                               | ORA | 073 | 12-0N860 Modifying the Existing Lane at MacArthur              | \$ 3,082                        | \$ 4,925        | \$ 4,873                        | \$ 8,090        | \$ 7,452                        | \$ 13,016       | \$ 12,325                               | Yes   | 0 On Time   |
| 12-0R510                               | ORA | 005 | 12-0R510 I-5 Safety Project - Cold plane, place RHMA & HSFT    | \$ 2,248                        | \$ 2,225        | \$ 2,032                        | \$ 1,179        | \$ 1,050                        | \$ 3,404        | \$ 3,082                                | Yes   | 0 On Time   |
| 12-0T070                               | ORA | 057 | 12-0T070, Rte 57, Placentia Unsheltered Encampment ERDO        | \$ 420                          | \$ 420          | \$ 371                          | \$ 1,425        | \$ 1,425                        | \$ 1,845        | \$ 1,796                                | Yes   | 0 On Time   |
| 12-0U390                               | ORA | 057 | 12-0U390 Rte 57, NB SR-57 Median Concrete Barrier Rail Repairs | \$ 157                          | \$ 157          | \$ 79                           | \$ 391          | \$ 327                          | \$ 548          | \$ 406                                  | Yes   | 0 On Time   |
| 2nd Quarter                            |     |     |  |                                 |                 |                                 |                 |                                 |                 |   |   |             |
| 01-0E240                               | MEN | VAR | Mendocino Mitigation Bank                                      | \$ 276                          | \$ 303          | \$ 190                          | \$ 5,500        | \$ -                            | \$ 5,803        | \$ 190                                  | Yes   | 0 On Time   |
| 01-0F430                               | DN  | 199 | Collier Tunnel Electrical Upgrade                              | \$ 2,603                        | \$ 2,603        | \$ 1,724                        | \$ 5,903        | \$ 5,574                        | \$ 8,506        | \$ 7,298                                | Yes   | (1) Delayed |
| 01-48802                               | DN  | 199 | INSIDE PARK CULVERTS   | \$ 1,217                        | \$ 1,601        | \$ 1,484                        | \$ 2,781        | \$ 2,435                        | \$ 4,381        | \$ 3,919                                | Yes   | 0 On Time   |
| 02-4E450                               | VAR | 299 | Bieber to Adin Pavement  | \$ 5,300                        | \$ 5,595        | \$ 4,906                        | \$ 20,886       | \$ 19,988                       | \$ 26,481       | \$ 24,894                               | Yes   | 0 On Time   |
| 02-4F590                               | TEH | 005 | Sacramento River Bridge Seismic                                | \$ 6,080                        | \$ 8,541        | \$ 7,221                        | \$ 17,338       | \$ 16,745                       | \$ 25,879       | \$ 23,966                               | Yes   | (2) Delayed |
| 02-1H720                               | SHA | 273 | South Market Street ADA  | \$ 3,000                        | \$ 3,280        | \$ 3,129                        | \$ 3,768        | \$ 3,573                        | \$ 7,048        | \$ 6,702                                | Yes   | 0 On Time   |
| 02-3H000                               | TRI | 003 | Slate Creek Permanent Restoration                              | \$ 280                          | \$ 280          | \$ 214                          | \$ 330          | \$ 330                          | \$ 610          | \$ 544                                  | Yes   | 0 On Time   |
| 02-2I700                               | SIS | VAR | Turnaround Snow Job DO   | \$ 1,200                        | \$ 1,200        | \$ 784                          | \$ 3,880        | \$ 3,117                        | \$ 5,080        | \$ 3,901                                | Yes   | 0 On Time   |
| 02-3I120                               | PLU | 070 | Dixie Fire South   | \$ 600                          | \$ 5,070        | \$ 4,525                        | \$ 31,349       | \$ 28,497                       | \$ 36,419       | \$ 33,021                               | Yes   | 0 On Time   |
| 02-3J220                               | VAR | VAR | Dixie Fire North   | \$ 1,250                        | \$ 3,950        | \$ 3,114                        | \$ 36,450       | \$ 36,384                       | \$ 40,400       | \$ 39,498                               | Yes   | 0 On Time   |
| 02-4I400                               | SIS | 097 | SIS 97 Whitney Cr Var Loc                                      | \$ 600                          | \$ 600          | \$ 239                          | \$ 3,015        | \$ 2,526                        | \$ 3,615        | \$ 2,765                                | Yes   | 0 On Time   |
| 02-0K160                               | SIS | 096 | SIS 96 Corridor Slides   | \$ 1,250                        | \$ 1,250        | \$ 410                          | \$ 5,100        | \$ 4,030                        | \$ 6,350        | \$ 4,441                                | Yes   | 0 On Time   |
| 03-1E060                               | YUB | 070 | Simmerly Slough (SHOPP)  | \$ 5,766                        | \$ 13,120       | \$ 12,948                       | \$ 50,446       | \$ 46,802                       | \$ 63,566       | \$ 59,750                               | Yes   | (3) Delayed |
| 03-0F280                               | SAC | 099 | Cosumnes Bridge Replc  | \$ 5,342                        | \$ 30,491       | \$ 26,579                       | \$ 62,167       | \$ 51,019                       | \$ 92,658       | \$ 77,598                               | Yes   | (4) Delayed |

Caltrans

| (B) Caltrans Fiscal Year 2023-24<br>State Highway Operation and Protection<br>Program Project Closeout |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |   |   |
|--|-----|-----|---|---------------------------------|---------------------------------|-----------------|---------------------------------|-----------------|---------------------------------|-----------------|---|---|
| Project Description  |     |     |   | Support (\$1,000's)             |                                 |                 | Capital (\$1,000's)             |                 | Total (\$1,000's)               |                 | Completed<br>Within Approved<br>Budget? | Years Delivered: Early,<br>Delayed, or<br>On-time |
|  |     |     |   | Original<br>Budget <sup>1</sup> | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs |   |   |
| 03-0H650   | COL | 020 | Colusa Shoulder Widening & CRZ                                    | \$ 4,020                        | \$ 4,094                        | \$ 2,839        | \$ 9,487                        | \$ 6,759        | \$ 13,581                       | \$ 9,598        | Yes                                     | 1 Early   |
| 03-1H190   | SAC | 080 | SAC 80 R&R RHMA   | \$ 4,130                        | \$ 4,235                        | \$ 3,896        | \$ 13,416                       | \$ 12,107       | \$ 17,651                       | \$ 16,003       | Yes                                     | 1 Early   |
| 03-1H270   | YUB | 070 | YUB 70 Bridge Widening and Rail Replc                             | \$ 3,760                        | \$ 4,089                        | \$ 3,853        | \$ 9,063                        | \$ 7,688        | \$ 13,152                       | \$ 11,541       | Yes                                     | 2 Early   |
| 03-0F284   | SAC | 099 | McConnell OH  | \$ 1,600                        | \$ 1,600                        | \$ 1,593        | \$ 19,030                       | \$ 18,829       | \$ 20,630                       | \$ 20,422       | Yes                                     | 0 On Time   |
| 03-4J130   | NEV | 020 | NEV 20 Sinkhole   | \$ 100                          | \$ 100                          | \$ 70           | \$ 500                          | \$ 496          | \$ 600                          | \$ 566          | Yes                                     | 0 On Time   |
| 03-4J170   | PLA | 080 | PLA 80 Storm Damage   | \$ 200                          | \$ 200                          | \$ 155          | \$ 800                          | \$ 716          | \$ 1,000                        | \$ 871          | Yes                                     | 0 On Time   |
| 03-4J580   | YOL | 050 | YOL 50 Jefferson Slipouts   | \$ 84                           | \$ 84                           | \$ 84           | \$ 420                          | \$ 77           | \$ 504                          | \$ 161          | Yes                                     | 0 On Time   |
| 03-4J660   | PLA | 080 | PLA 80 Applegate Slide  | \$ 125                          | \$ 125                          | \$ 103          | \$ 500                          | \$ 357          | \$ 625                          | \$ 460          | Yes                                     | 0 On Time   |
| 04-4G820   | MRN | 101 | Bridge replacement San Rafael harbor creek                        | \$ 2,430                        | \$ 8,230                        | \$ 7,422        | \$ 15,188                       | \$ 13,623       | \$ 23,418                       | \$ 21,044       | Yes                                     | (2) Delayed                                       |
| 04-3J050   | ALA | 580 | TMS on ALA-580  | \$ 9,050                        | \$ 9,050                        | \$ 6,966        | \$ 9,832                        | \$ 6,897        | \$ 18,882                       | \$ 13,864       | Yes                                     | 0 On Time   |
| 04-4J730   | ALA | 880 | Reconstruct Ramps & Install Signal                                | \$ 3,825                        | \$ 4,300                        | \$ 3,541        | \$ 4,099                        | \$ 3,286        | \$ 8,399                        | \$ 6,827        | Yes                                     | 0 On Time   |
| 04-4G872   | SOL | 080 | Suisun Crk Br Scour Mitigation                                    | \$ 2,070                        | \$ 2,997                        | \$ 2,812        | \$ 1,414                        | \$ 1,156        | \$ 4,411                        | \$ 3,968        | Yes                                     | (1) Delayed                                       |
| 04-2K240   | SON | 101 | Replace Bridge Rails  | \$ 2,548                        | \$ 2,770                        | \$ 2,629        | \$ 3,924                        | \$ 3,532        | \$ 6,694                        | \$ 6,161        | Yes                                     | 0 On Time   |
| 04-2K810   | SOL | 080 | Roadside Safety Improvements                                      | \$ 1,750                        | \$ 1,666                        | \$ 1,604        | \$ 4,187                        | \$ 3,858        | \$ 5,853                        | \$ 5,462        | Yes                                     | 0 On Time   |
| 04-3K330   | SCL | VAR | Detection Restoration Service Contract                            | \$ 1,444                        | \$ 1,673                        | \$ 1,610        | \$ 5,077                        | \$ 3,624        | \$ 6,750                        | \$ 5,234        | Yes                                     | 0 On Time   |
| 04-0P370   | ALA | 980 | TMC Hardware Replacement  | \$ 774                          | \$ 764                          | \$ 578          | \$ 2,570                        | \$ 1,444        | \$ 3,334                        | \$ 2,022        | Yes                                     | 0 On Time   |
| 05-1C890   | MON | 101 | Salinas Rehab   | \$ 5,220                        | \$ 10,760                       | \$ 10,352       | \$ 41,329                       | \$ 40,542       | \$ 52,089                       | \$ 50,894       | Yes                                     | 0 On Time   |
| 05-0L723   | SLO | 058 | Trout Creek Bridge replacement                                    | \$ 2,596                        | \$ 7,131                        | \$ 5,347        | \$ 5,523                        | \$ 4,838        | \$ 12,654                       | \$ 10,186       | Yes                                     | (2) Delayed                                       |
| 05-1M460   | MON | 001 | Coastlands Wall   | \$ 3,724                        | \$ 3,615                        | \$ 2,454        | \$ 1,743                        | \$ 1,461        | \$ 5,358                        | \$ 3,915        | Yes                                     | 0 On Time   |
| 05-1P070   | MON | 001 | Mon-1 December Storm Damage                                       | \$ 250                          | \$ 250                          | \$ 209          | \$ 1,300                        | \$ 871          | \$ 1,550                        | \$ 1,080        | Yes                                     | 0 On Time   |
| 05-1P390   | MON | 001 | Elkhorn Slough Bridge Scour                                       | \$ 250                          | \$ 250                          | \$ 177          | \$ 770                          | \$ 224          | \$ 1,020                        | \$ 401          | Yes                                     | 0 On Time   |
| 05-1Q660   | SB  | 101 | Gaviota Rockfall Protection Repair                                | \$ 400                          | \$ 400                          | \$ 352          | \$ 1,700                        | \$ 1,352        | \$ 2,100                        | \$ 1,705        | Yes                                     | 0 On Time   |
| 06-0U470   | KER | 005 | Lost Hills Rehab  | \$ 3,565                        | \$ 7,187                        | \$ 7,124        | \$ 43,183                       | \$ 42,592       | \$ 50,370                       | \$ 49,716       | Yes                                     | 0 On Time   |
| 06-0W180   | VAR | VAR | TMS Detection Repair  | \$ 2,110                        | \$ 2,910                        | \$ 2,169        | \$ 3,862                        | \$ 3,379        | \$ 6,772                        | \$ 5,549        | Yes                                     | 0 On Time   |
| 07-31190   | LA  | 605 | Upgrade TMS   | \$ 3,050                        | \$ 5,646                        | \$ 4,658        | \$ 8,691                        | \$ 7,614        | \$ 14,337                       | \$ 12,272       | Yes                                     | 0 On Time   |
| 07-31730   | LA  | 060 | overhead sign panels  | \$ 1,320                        | \$ 3,411                        | \$ 3,040        | \$ 2,719                        | \$ 2,254        | \$ 6,131                        | \$ 5,295        | Yes                                     | 0 On Time   |
| 07-31950   | LA  | 010 | TMDL- 20/21   | \$ 7,800                        | \$ 4,597                        | \$ 2,238        | \$ 979                          | \$ 811          | \$ 5,576                        | \$ 3,048        | Yes                                     | 0 On Time   |
| 07-34400   | LA  | VAR | LA-D7 Office Building Boilers Replacement                         | \$ 150                          | \$ 337                          | \$ 239          | \$ 781                          | \$ 781          | \$ 1,118                        | \$ 1,020        | Yes                                     | (1) Delayed                                       |
| 08-1G520   | SBD | 018 | SBD 18 PAVEMENT PRESERVATION                                      | \$ 4,595                        | \$ 5,311                        | \$ 5,156        | \$ 11,756                       | \$ 11,193       | \$ 17,067                       | \$ 16,349       | Yes                                     | 0 On Time   |
| 08-1J020   | RIV | 074 | RIV 074 HEMET HORIZONTAL DRAINS                                   | \$ 3,511                        | \$ 3,317                        | \$ 3,197        | \$ 2,445                        | \$ 1,608        | \$ 5,762                        | \$ 4,804        | Yes                                     | 0 On Time   |
| 08-1N900   | SBD | 015 | Nickname Required   | \$ 460                          | \$ 460                          | \$ 244          | \$ 1,500                        | \$ 462          | \$ 1,960                        | \$ 706          | Yes                                     | 0 On Time   |
| 09-36720   | KER | 202 | Cummings Valley Rd Int  | \$ 2,851                        | \$ 2,851                        | \$ 1,230        | \$ 2,193                        | \$ 1,077        | \$ 5,044                        | \$ 2,307        | Yes                                     | 0 On Time   |
| 10-0W630   | STA | 005 | WESTLEY REST AREA REHAB   | \$ 1,444                        | \$ 2,895                        | \$ 2,864        | \$ 5,294                        | \$ 5,023        | \$ 8,189                        | \$ 7,887        | Yes                                     | (3) Delayed                                       |
| 10-46210   | TUO | 108 | Long Barn CAPM  | \$ 3,939                        | \$ 4,049                        | \$ 3,049        | \$ 14,808                       | \$ 13,204       | \$ 18,857                       | \$ 16,252       | Yes                                     | 0 On Time   |
| 10-1G750   | SJ  | 099 | D 10 MVDS replacement and upgrade                                 | \$ 4,696                        | \$ 5,756                        | \$ 3,985        | \$ 9,028                        | \$ 7,800        | \$ 14,784                       | \$ 11,785       | Yes                                     | 0 On Time   |
| 11-42070   | SD  | VAR | TMS ELEMENT IN-HOUSE FIBER OPTIC                                  | \$ 1,471                        | \$ 2,227                        | \$ 2,184        | \$ 4,758                        | \$ 4,118        | \$ 6,985                        | \$ 6,302        | Yes                                     | 0 On Time   |
| 11-42470   | SD  | VAR | SD - UPGRADE END TREATMENTS & INSTALL SHOULDER RUMBLE STR         | \$ 1,025                        | \$ 1,617                        | \$ 1,583        | \$ 3,354                        | \$ 2,683        | \$ 4,971                        | \$ 4,266        | Yes                                     | 0 On Time   |
| 11-43018   | SD  | 805 | I-805 SWEETWATER RIVER BRIDGE UPGRADE                             | \$ 5,023                        | \$ 7,109                        | \$ 6,612        | \$ 21,536                       | \$ 19,740       | \$ 28,645                       | \$ 26,352       | Yes                                     | 1 Early   |
| 12-0L722   | ORA | 074 | 12-0L722 Rt 74 Mitigation Plant Establishment for 0L720           | \$ 1,020                        | \$ 1,020                        | \$ 914          | \$ 745                          | \$ 679          | \$ 1,765                        | \$ 1,593        | Yes                                     | 0 On Time   |
| 12-0Q310   | ORA | 091 | 12-0Q310 SR 91 overhead sign structure                            | \$ 2,368                        | \$ 3,012                        | \$ 2,912        | \$ 3,606                        | \$ 3,406        | \$ 6,619                        | \$ 6,319        | Yes                                     | 0 On Time   |
| 12-0Q650   | ORA | 022 | 12-0Q650 WB Rte 22 Valley View Off-Ramp Signal, lighting and ADA  | \$ 1,158                        | \$ 1,233                        | \$ 1,146        | \$ 607                          | \$ 530          | \$ 1,840                        | \$ 1,676        | Yes                                     | 0 On Time   |
| 12-0Q820   | ORA | 005 | 12-0Q820 I-5 HFST, delineation, loop detectors and safety devices | \$ 3,889                        | \$ 3,889                        | \$ 3,718        | \$ 4,095                        | \$ 3,397        | \$ 7,984                        | \$ 7,115        | Yes                                     | 0 On Time   |
| 12-0Q830   | ORA | 001 | 12-0Q830 PCH at Superior & at Beach Upgrade signals & ADA         | \$ 1,600                        | \$ 1,825                        | \$ 1,641        | \$ 1,209                        | \$ 1,090        | \$ 3,034                        | \$ 2,730        | Yes                                     | 1 Early   |
| 12-0R470   | ORA | 005 | 12-0R470 Rt 5 Safety Lighting Project at Redhill                  | \$ 1,429                        | \$ 1,429                        | \$ 1,322        | \$ 693                          | \$ 619          | \$ 2,122                        | \$ 1,941        | Yes                                     | 0 On Time   |
| 12-0S100   | ORA | 005 | 12-0S100 Rte 5, Safety Project                                    | \$ 567                          | \$ 627                          | \$ 592          | \$ 435                          | \$ 397          | \$ 1,062                        | \$ 989          | Yes                                     | 0 On Time   |
| 12-0U160   | ORA | 001 | 12-0U160 Rte.1 PCH Slope Embankment Repair                        | \$ 747                          | \$ 747                          | \$ 691          | \$ 1,870                        | \$ 593          | \$ 2,617                        | \$ 1,284        | Yes                                     | 0 On Time   |
| 3rd Quarter  |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |   |   |
| 01-0E770   | HUM | 101 | HUM-101 Strengthen 2 Bridges                                      | \$ 2,430                        | \$ 5,307                        | \$ 4,525        | \$ 12,292                       | \$ 9,687        | \$ 17,599                       | \$ 14,212       | Yes                                     | 0 On Time   |
| 01-0F530   | HUM | 299 | 200/299 SEPARATION  | \$ 2,571                        | \$ 3,237                        | \$ 2,648        | \$ 3,711                        | \$ 2,067        | \$ 6,948                        | \$ 4,715        | Yes                                     | 0 On Time   |
| 01-0G210   | DN  | 101 | Permanent Restoration at Cushing Creek                            | \$ 7,854                        | \$ 6,880                        | \$ 4,559        | \$ 8,985                        | \$ 8,480        | \$ 15,865                       | \$ 13,039       | Yes                                     | (1) Delayed                                       |
| 01-0M790   | LAK | 029 | LAK 29 Emergency Slide Repair                                     | \$ 675                          | \$ 675                          | \$ 476          | \$ 2,075                        | \$ 1,989        | \$ 2,750                        | \$ 2,465        | Yes                                     | 0 On Time   |
| 01-0M930   | LAK | 175 | Storm Damage Lake 175   | \$ 525                          | \$ 525                          | \$ 287          | \$ 2,200                        | \$ 1,778        | \$ 2,725                        | \$ 2,065        | Yes                                     | 0 On Time   |
| 01-0N050   | LAK | 175 | Repair storm Damage   | \$ 475                          | \$ 775                          | \$ 315          | \$ 2,500                        | \$ 1,959        | \$ 3,275                        | \$ 2,273        | Yes                                     | 0 On Time   |
| 01-0N070   | MEN | 101 | Repair Bridge Deck  | \$ 605                          | \$ 605                          | \$ 94           | \$ 2,000                        | \$ 547          | \$ 2,605                        | \$ 641          | Yes                                     | 0 On Time   |
| 02-0H570   | MOD | 139 | Modoc 139 Drainage  | \$ 2,200                        | \$ 2,280                        | \$ 1,573        | \$ 1,889                        | \$ 1,619        | \$ 4,169                        | \$ 3,192        | Yes                                     | 0 On Time   |
| 02-4H930   | SHA | 299 | Ingot Curve Improvement   | \$ 4,870                        | \$ 4,900                        | \$ 3,000        | \$ 7,094                        | \$ 5,841        | \$ 11,994                       | \$ 8,841        | Yes                                     | 0 On Time   |

| (B) Caltrans Fiscal Year 2023-24<br>State Highway Operation and Protection<br>Program Project Closeout |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |   |   |
|--|-----|-----|---|---------------------------------|---------------------------------|-----------------|---------------------------------|-----------------|---------------------------------|-----------------|---|---|
| Project Description  |     |     |   | Support (\$1,000's)             |                                 |                 | Capital (\$1,000's)             |                 | Total (\$1,000's)               |                 | Completed<br>Within Approved<br>Budget? | Years Delivered: Early,<br>Delayed, or<br>On-time |
|  |     |     |   | Original<br>Budget <sup>1</sup> | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs |   |   |
| 02-3J640   | VAR | 005 | Cottonwood Creek Bridge DO                            | \$ 500                          | \$ 500                          | \$ 469          | \$ 3,000                        | \$ 2,076        | \$ 3,500                        | \$ 2,544        | Yes                                     | 0 On Time   |
| 02-0K220   | TRI | 299 | TRI 299 PM 6.37                                       | \$ 125                          | \$ 125                          | \$ 66           | \$ 500                          | \$ 230          | \$ 625                          | \$ 296          | Yes                                     | 0 On Time   |
| 02-0K460   | VAR | VAR | SHA and TEH Marker Replacement                        | \$ 200                          | \$ 200                          | \$ 197          | \$ 1,250                        | \$ 1,223        | \$ 1,450                        | \$ 1,419        | Yes                                     | 0 On Time   |
| 03-2F570   | PLA | 080 | PLA 80 Bridge Replacement                             | \$ 9,555                        | \$ 16,665                       | \$ 14,651       | \$ 32,365                       | \$ 31,335       | \$ 49,030                       | \$ 45,986       | Yes                                     | 0 On Time   |
| 03-4F420   | GLE | 005 | Willows SRRA  | \$ 2,330                        | \$ 3,214                        | \$ 2,953        | \$ 5,154                        | \$ 4,817        | \$ 8,368                        | \$ 7,770        | Yes                                     | 0 On Time   |
| 03-1H850   | SAC | VAR | SAC Connector Ramp Meters                             | \$ 2,020                        | \$ 2,252                        | \$ 2,152        | \$ 3,837                        | \$ 3,555        | \$ 6,089                        | \$ 5,707        | Yes                                     | 0 On Time   |
| 03-3H450   | ED  | 050 | Fresh Pond Slipout                                    | \$ 5,880                        | \$ 6,554                        | \$ 4,478        | \$ 12,347                       | \$ 9,529        | \$ 18,901                       | \$ 14,008       | Yes                                     | 0 On Time   |
| 03-3F99U   | SUT | 099 | Live Oak Streetscape, Rehab & Safety                  | \$ 4,360                        | \$ 2,680                        | \$ 2,611        | \$ 31,860                       | \$ 32,000       | \$ 34,540                       | \$ 34,610       | No                                      | 0 On Time   |
| 03-1H18U   | NEV | 080 | Nev 80 Rehab Pavement                                 | \$ 6,140                        | \$ 2,500                        | \$ 2,069        | \$ 25,819                       | \$ 23,263       | \$ 28,319                       | \$ 25,332       | Yes                                     | 0 On Time   |
| 03-2H01U   | VAR | 080 | Rock Fall Protection                                  | \$ 4,840                        | \$ 1,980                        | \$ 1,211        | \$ 8,068                        | \$ 5,979        | \$ 10,048                       | \$ 7,190        | Yes                                     | 0 On Time   |
| 03-0J923   | VAR | VAR | Bike & Ped Improvements                               | \$ 1,142                        | \$ 1,475                        | \$ 1,337        | \$ 2,596                        | \$ 2,399        | \$ 4,071                        | \$ 3,736        | Yes                                     | 0 On Time   |
| 03-4J180   | BUT | 099 | BUT 99 Sinkhole                                       | \$ 120                          | \$ 120                          | \$ 106          | \$ 600                          | \$ 198          | \$ 720                          | \$ 304          | Yes                                     | 0 On Time   |
| 03-4J490   | SIE | 049 | SIE 49 Coyote Ravine Sinkhole                         | \$ 140                          | \$ 140                          | \$ 61           | \$ 700                          | \$ 696          | \$ 840                          | \$ 757          | Yes                                     | 0 On Time   |
| 03-4J510   | VAR | VAR | 2023 Snow Tree Damage                                 | \$ 300                          | \$ 300                          | \$ 216          | \$ 1,500                        | \$ 1,303        | \$ 1,800                        | \$ 1,518        | Yes                                     | 0 On Time   |
| 04-1J780   | VAR | VAR | INSTALL HIGH FRICTION SURFACE TREATMENT               | \$ 4,030                        | \$ 3,930                        | \$ 3,288        | \$ 3,188                        | \$ 2,647        | \$ 7,118                        | \$ 5,936        | Yes                                     | (1) Delayed                                       |
| 04-2J830   | ALA | 080 | TMS Replace & Upgrade at Maze                         | \$ 2,824                        | \$ 3,164                        | \$ 2,787        | \$ 3,165                        | \$ 2,675        | \$ 6,329                        | \$ 5,463        | Yes                                     | 0 On Time   |
| 04-4J960   | SCL | 280 | PSR4 - SCL-280 Roadside paving                        | \$ 2,115                        | \$ 2,318                        | \$ 2,249        | \$ 3,865                        | \$ 3,391        | \$ 6,183                        | \$ 5,640        | Yes                                     | 0 On Time   |
| 04-4J950   | CC  | 004 | CC-4 Install and extend MVP                           | \$ 2,161                        | \$ 2,251                        | \$ 2,026        | \$ 1,550                        | \$ 1,472        | \$ 3,801                        | \$ 3,498        | Yes                                     | 0 On Time   |
| 04-0K670   | SM  | 082 | SOLDIER PILE WALL                                     | \$ 2,070                        | \$ 2,341                        | \$ 2,240        | \$ 2,142                        | \$ 1,368        | \$ 4,483                        | \$ 3,608        | Yes                                     | 0 On Time   |
| 04-3Y140   | NAP | 029 | DO-Repair damaged pavement and replace striping       | \$ 900                          | \$ 900                          | \$ 911          | \$ 3,000                        | \$ 2,697        | \$ 3,900                        | \$ 3,608        | Yes                                     | 0 On Time   |
| 04-3Y330   | SCL | 680 | DO-Repair slope, pavement                             | \$ 468                          | \$ 468                          | \$ 470          | \$ 1,560                        | \$ 1,329        | \$ 2,028                        | \$ 1,800        | Yes                                     | 0 On Time   |
| 04-3Y570   | SCL | 009 | DO-Repair storm damage                                | \$ 360                          | \$ 360                          | \$ 155          | \$ 1,200                        | \$ 474          | \$ 1,560                        | \$ 629          | Yes                                     | 0 On Time   |
| 05-1E040   | SB  | 101 | Butterfly Lane PUC ADA                                | \$ 3,273                        | \$ 3,588                        | \$ 2,963        | \$ 5,477                        | \$ 3,740        | \$ 9,065                        | \$ 6,703        | Yes                                     | (1) Delayed                                       |
| 05-1M740   | VAR | VAR | SB/SLO Rumble Strip, Delineation, Sign Project        | \$ 1,686                        | \$ 1,694                        | \$ 865          | \$ 2,707                        | \$ 1,558        | \$ 4,401                        | \$ 2,423        | Yes                                     | 0 On Time   |
| 05-1Q650   | SLO | 001 | Polar Star Slide II                                   | \$ 725                          | \$ 725                          | \$ 370          | \$ 4,400                        | \$ 4,053        | \$ 5,125                        | \$ 4,422        | Yes                                     | 0 On Time   |
| 06-0U280   | TUL | 245 | Woodlake Bridge Replacement                           | \$ 6,170                        | \$ 8,189                        | \$ 7,079        | \$ 11,439                       | \$ 10,665       | \$ 19,628                       | \$ 17,743       | Yes                                     | 0 On Time   |
| 06-0W990   | KER | 204 | Union Avenue High Intensity Activated crossWalk       | \$ 2,515                        | \$ 2,662                        | \$ 2,002        | \$ 1,580                        | \$ 1,241        | \$ 4,242                        | \$ 3,243        | Yes                                     | 0 On Time   |
| 06-1E210   | FRE | 005 | FRESNO 5, BRIDGE DECK REHABILITATION                  | \$ 300                          | \$ 471                          | \$ 481          | \$ 826                          | \$ 759          | \$ 1,297                        | \$ 1,240        | Yes                                     | 0 On Time   |
| 07-28830   | LA  | 002 | Storm Water Mitigation                                | \$ 2,040                        | \$ 6,153                        | \$ 5,054        | \$ 3,697                        | \$ 3,263        | \$ 9,850                        | \$ 8,317        | Yes                                     | 0 On Time   |
| 07-30110   | LA  | 060 | SR-60 2R in Montebello                                | \$ 14,080                       | \$ 41,644                       | \$ 30,369       | \$ 127,345                      | \$ 122,562      | \$ 168,989                      | \$ 152,931      | Yes                                     | (1) Delayed                                       |
| 07-30390   | LA  | 010 | I-10 LANE REPLACEMENT IN COVINA                       | \$ 14,127                       | \$ 18,141                       | \$ 12,600       | \$ 53,737                       | \$ 47,215       | \$ 71,878                       | \$ 59,815       | Yes                                     | 0 On Time   |
| 07-30420   | LA  | 010 | Rte 10 Santa Monica Rdside Safety                     | \$ 1,086                        | \$ 3,444                        | \$ 2,614        | \$ 4,100                        | \$ 3,416        | \$ 7,544                        | \$ 6,029        | Yes                                     | 0 On Time   |
| 07-32590   | LA  | 005 | Tejon Pass OC Bridge; Seismic Retrofit                | \$ 4,100                        | \$ 4,256                        | \$ 2,537        | \$ 2,104                        | \$ 1,744        | \$ 6,360                        | \$ 4,281        | Yes                                     | 0 On Time   |
| 07-35960   | LA  | 001 | Install protected left turn channelization            | \$ 2,905                        | \$ 2,774                        | \$ 1,988        | \$ 2,301                        | \$ 1,096        | \$ 5,075                        | \$ 3,084        | Yes                                     | 0 On Time   |
| 07-1XP90   | LA  | 118 | DO - Culvert Failure                                  | \$ 750                          | \$ 2,400                        | \$ 2,370        | \$ 7,400                        | \$ 5,074        | \$ 9,800                        | \$ 7,445        | Yes                                     | 0 On Time   |
| 07-0W360   | LA  | 126 | Acc Br Deck - 14 & 126                                | \$ 978                          | \$ 1,183                        | \$ 874          | \$ 1,282                        | \$ 1,059        | \$ 2,465                        | \$ 1,933        | Yes                                     | 0 On Time   |
| 07-0W380   | LA  | 210 | Acc Br Deck - 210                                     | \$ 836                          | \$ 955                          | \$ 747          | \$ 1,074                        | \$ 966          | \$ 2,029                        | \$ 1,713        | Yes                                     | 0 On Time   |
| 07-2XC80   | LA  | 005 | Landslide   | \$ 480                          | \$ 480                          | \$ 397          | \$ 1,935                        | \$ 1,433        | \$ 2,415                        | \$ 1,830        | Yes                                     | 0 On Time   |
| 08-0G790   | SBD | 071 | SBD 71 INSTALL, CCTV, CMS, VDS & FIBER OPTIC COMM SYS | \$ 3,692                        | \$ 4,217                        | \$ 3,921        | \$ 8,075                        | \$ 7,707        | \$ 12,292                       | \$ 11,628       | Yes                                     | 0 On Time   |
| 08-38423   | SBD | 010 | SBD 10 INSTALL TMS ELEMENTS                           | \$ 2,910                        | \$ 3,258                        | \$ 2,832        | \$ 6,596                        | \$ 6,571        | \$ 9,854                        | \$ 9,403        | Yes                                     | 0 On Time   |
| 08-1C38U   | RIV | 010 | RIV 10 PAVEMENT REPLACEMENT                           | \$ 27,917                       | \$ 17,342                       | \$ 17,279       | \$ 202,673                      | \$ 183,373      | \$ 220,015                      | \$ 200,652      | Yes                                     | 0 On Time   |
| 08-1K790   | SBD | 083 | SBD 83 SAFETY ENHANCEMENTS                            | \$ 2,012                        | \$ 2,232                        | \$ 1,992        | \$ 2,190                        | \$ 1,793        | \$ 4,422                        | \$ 3,785        | Yes                                     | 0 On Time   |
| 08-1L080   | RIV | 079 | RIV 79 BARRIER NEAR SAN JACINTO                       | \$ 2,811                        | \$ 3,135                        | \$ 2,677        | \$ 3,445                        | \$ 3,264        | \$ 6,580                        | \$ 5,941        | Yes                                     | 0 On Time   |
| 08-1L640   | VAR | VAR | RIV & SBD REPLACE PAVE'T MARKINGS AT VAR LOCS         | \$ 1,779                        | \$ 1,886                        | \$ 1,629        | \$ 1,423                        | \$ 1,183        | \$ 3,309                        | \$ 2,812        | Yes                                     | 1 Early   |
| 08-1N920   | SBD | 330 | Backfill sinkhole                                     | \$ 760                          | \$ 760                          | \$ 451          | \$ 2,500                        | \$ 816          | \$ 3,260                        | \$ 1,267        | Yes                                     | 0 On Time   |
| 08-1P180   | SBD | 189 | Repair Roadway  | \$ 573                          | \$ 573                          | \$ 221          | \$ 2,250                        | \$ 1,518        | \$ 2,823                        | \$ 1,739        | Yes                                     | 0 On Time   |
| 08-1P240   | SBD | 189 | Reconstruct roadway                                   | \$ 489                          | \$ 489                          | \$ 130          | \$ 1,630                        | \$ 1,230        | \$ 2,119                        | \$ 1,360        | Yes                                     | 0 On Time   |
| 09-37890   | KER | 014 | FREEMAN 3 CAPM  | \$ 1,147                        | \$ 1,386                        | \$ 976          | \$ 7,534                        | \$ 6,749        | \$ 8,920                        | \$ 7,725        | Yes                                     | 0 On Time   |
| 09-37930   | INY | 127 | 127 PAVEMENT  | \$ 2,162                        | \$ 2,162                        | \$ 1,085        | \$ 16,866                       | \$ 15,529       | \$ 19,028                       | \$ 16,614       | Yes                                     | 0 On Time   |
| 09-39990   | KER | 058 | 58 PAVEMENT DAMAGE                                    | \$ 165                          | \$ 320                          | \$ 202          | \$ 2,037                        | \$ 1,479        | \$ 2,357                        | \$ 1,681        | Yes                                     | 0 On Time   |
| 10-0P540   | SJ  | 005 | SJ I-5 BRIDGE REHAB                                   | \$ 4,363                        | \$ 4,813                        | \$ 4,242        | \$ 9,738                        | \$ 8,071        | \$ 14,551                       | \$ 12,313       | Yes                                     | (1) Delayed                                       |
| 10-3A720   | MER | 099 | MER-99 PAVEMENT REHABILITATION                        | \$ 6,067                        | \$ 18,400                       | \$ 15,264       | \$ 65,709                       | \$ 62,951       | \$ 84,109                       | \$ 78,214       | Yes                                     | 0 On Time   |
| 10-1C280   | SJ  | 099 | VICTOR ONRAMP   | \$ 3,856                        | \$ 6,933                        | \$ 6,754        | \$ 15,299                       | \$ 11,577       | \$ 22,233                       | \$ 18,331       | Yes                                     | (1) Delayed                                       |
| 10-1C500   | SJ  | VAR | SJ SR 4 Pavement Resurfacing and Restoration          | \$ 7,470                        | \$ 9,060                        | \$ 8,071        | \$ 32,631                       | \$ 31,423       | \$ 41,691                       | \$ 39,495       | Yes                                     | 0 On Time   |
| 10-1F170   | SJ  | 026 | SJ Route 26 Increase Bridge Vertical Clearance        | \$ 5,659                        | \$ 5,907                        | \$ 4,527        | \$ 7,983                        | \$ 6,571        | \$ 13,890                       | \$ 11,099       | Yes                                     | 0 On Time   |
| 10-1N430   | MER | 005 | MER SR 152 Bridge Maintenance                         | \$ 585                          | \$ 774                          | \$ 463          | \$ 1,785                        | \$ 1,482        | \$ 2,559                        | \$ 1,945        | Yes                                     | 0 On Time   |

| (B) Caltrans Fiscal Year 2023-24<br>State Highway Operation and Protection<br>Program Project Closeout |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |   |   |
|--|-----|-----|---|---------------------------------|---------------------------------|-----------------|---------------------------------|-----------------|---------------------------------|-----------------|---|---|
| Project Description  |     |     |   | Support (\$1,000's)             |                                 |                 | Capital (\$1,000's)             |                 | Total (\$1,000's)               |                 | Completed<br>Within Approved<br>Budget? | Years Delivered: Early,<br>Delayed, or<br>On-time |
|  |     |     |   | Original<br>Budget <sup>1</sup> | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs | Approved<br>Budget <sup>2</sup> | Actual<br>Costs |   |   |
| 10-1N570   | SJ  | 005 | SR 205 Bridge Mtce Repair                                     | \$ 810                          | \$ 1,075                        | \$ 731          | \$ 2,740                        | \$ 2,050        | \$ 3,815                        | \$ 2,781        | Yes                                     | 0 On Time   |
| 11-43060   | SD  | VAR | I805/18 - INSTALL HIGH FRICTION SURFACE TREATMENT             | \$ 1,182                        | \$ 1,232                        | \$ 1,175        | \$ 1,549                        | \$ 1,382        | \$ 2,781                        | \$ 2,557        | Yes                                     | 0 On Time   |
| 11-4116U   | SD  | 008 | PAVE MAINTENANCE VEHICLE PULLOUTS BEYOND GORE AREAS           | \$ 2,768                        | \$ 3,235                        | \$ 3,175        | \$ 4,741                        | \$ 3,278        | \$ 7,976                        | \$ 6,453        | Yes                                     | 0 On Time   |
| 12-0R340   | ORA | 073 | 12-0R340 RT 73 bridge decks and rehab approach slabs          | \$ 2,795                        | \$ 3,132                        | \$ 3,037        | \$ 2,051                        | \$ 1,742        | \$ 5,183                        | \$ 4,779        | Yes                                     | 1 Early   |
| 12-0U420   | ORA | 091 | 12-0U420 Rte. 918Brookhurst Avenue Off-Ramp Sinkhole & Damage | \$ 172                          | \$ 172                          | \$ 84           | \$ 430                          | \$ 262          | \$ 602                          | \$ 346          | Yes                                     | 0 On Time   |
| 4th Quarter  |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |   |   |
| 01-0C150   | HUM | 036 | Little Golden Gate Storm-Water                                | \$ 3,385                        | \$ 1,965                        | \$ 1,250        | \$ 1,247                        | \$ 1,126        | \$ 3,212                        | \$ 2,376        | Yes                                     | 0 On Time   |
| 01-0E000   | HUM | 101 | Corridor Bridge Rails   | \$ 3,287                        | \$ 7,413                        | \$ 6,831        | \$ 9,123                        | \$ 8,499        | \$ 16,536                       | \$ 15,330       | Yes                                     | (3) Delayed                                       |
| 01-0F460   | HUM | 299 | HUM-299 Blue Lake Widen & Rumble                              | \$ 2,792                        | \$ 3,748                        | \$ 3,460        | \$ 7,818                        | \$ 7,544        | \$ 11,567                       | \$ 11,004       | Yes                                     | 0 On Time   |
| 01-0F470   | HUM | 299 | Willow Creek Widen & Rumble                                   | \$ 5,871                        | \$ 6,174                        | \$ 5,866        | \$ 11,362                       | \$ 10,680       | \$ 17,536                       | \$ 16,546       | Yes                                     | 0 On Time   |
| 01-0F510   | MEN | 101 | South Fork Eel River Bridge Seismic                           | \$ 3,293                        | \$ 3,097                        | \$ 2,449        | \$ 4,624                        | \$ 3,946        | \$ 7,721                        | \$ 6,395        | Yes                                     | 0 On Time   |
| 01-0G060   | MEN | 001 | Abalobadiah Creek Safety                                      | \$ 2,941                        | \$ 2,603                        | \$ 1,796        | \$ 563                          | \$ 467          | \$ 3,166                        | \$ 2,263        | Yes                                     | (3) Delayed                                       |
| 01-0L230   | DN  | 101 | LCG Landslide Repair  | \$ 2,510                        | \$ 2,510                        | \$ 2,569        | \$ 19,000                       | \$ 18,188       | \$ 21,510                       | \$ 20,757       | Yes                                     | 0 On Time   |
| 01-0H45U   | MEN | 020 | James Creek East & West Safety                                | \$ 5,838                        | \$ 1,901                        | \$ 723          | \$ 3,809                        | \$ 3,391        | \$ 5,710                        | \$ 4,114        | Yes                                     | 0 On Time   |
| 01-0M800   | HUM | 101 | Pacific Lumber Company Undercrossing                          | \$ 615                          | \$ 575                          | \$ 277          | \$ 1,823                        | \$ 1,780        | \$ 2,398                        | \$ 2,056        | Yes                                     | 0 On Time   |
| 01-0M890   | VAR | 101 | Snow Storm Damage DN, HUM                                     | \$ 1,725                        | \$ 1,725                        | \$ 475          | \$ 5,500                        | \$ 2,892        | \$ 7,225                        | \$ 3,367        | Yes                                     | 0 On Time   |
| 01-0N040   | MEN | 101 | Emergency Drainage Repair                                     | \$ 610                          | \$ 610                          | \$ 180          | \$ 2,000                        | \$ 1,397        | \$ 2,610                        | \$ 1,577        | Yes                                     | 0 On Time   |
| 01-0N080   | MEN | 101 | Repair Storm Damage MEN 101                                   | \$ 455                          | \$ 455                          | \$ 114          | \$ 1,500                        | \$ 1,263        | \$ 1,955                        | \$ 1,376        | Yes                                     | 0 On Time   |
| 01-0N400   | DN  | 101 | Pavement Repair   | \$ 310                          | \$ 310                          | \$ 73           | \$ 1,000                        | \$ 981          | \$ 1,310                        | \$ 1,054        | Yes                                     | 0 On Time   |
| 02-4F220   | TRI | 003 | Swift Creek Bridge Replacement                                | \$ 4,800                        | \$ 7,512                        | \$ 7,210        | \$ 14,848                       | \$ 13,658       | \$ 22,360                       | \$ 20,867       | Yes                                     | 0 On Time   |
| 02-0K140   | PLU | 089 | Greenville Corridor Slides                                    | \$ 375                          | \$ 375                          | \$ 293          | \$ 1,500                        | \$ 1,061        | \$ 1,875                        | \$ 1,354        | Yes                                     | 0 On Time   |
| 02-0K470   | PLU | 070 | PLU 70 PM 81.82   | \$ 150                          | \$ 150                          | \$ 101          | \$ 1,000                        | \$ 524          | \$ 1,150                        | \$ 625          | Yes                                     | 0 On Time   |
| 02-0K510   | VAR | VAR | Remove and replace AC surface ELB                             | \$ 1,000                        | \$ 1,000                        | \$ 376          | \$ 6,300                        | \$ 3,988        | \$ 7,300                        | \$ 4,364        | Yes                                     | 0 On Time   |
| 03-0H420   | VAR | VAR | Count Station Repair & Install                                | \$ 3,980                        | \$ 4,860                        | \$ 3,748        | \$ 9,842                        | \$ 8,824        | \$ 14,702                       | \$ 12,572       | Yes                                     | 0 On Time   |
| 03-2H630   | BUT | 162 | 162 Road Widening   | \$ 6,632                        | \$ 7,259                        | \$ 7,137        | \$ 12,485                       | \$ 11,183       | \$ 19,743                       | \$ 18,320       | Yes                                     | (1) Delayed                                       |
| 03-0H10U   | SAC | 005 | Sac 5 Corridor Enhancement Project                            | \$ 64,255                       | \$ 38,940                       | \$ 37,700       | \$ 318,727                      | \$ 303,824      | \$ 357,667                      | \$ 341,524      | Yes                                     | 0 On Time   |
| 03-0J710   | ED  | 050 | ED-50 Down Drain  | \$ 1,100                        | \$ 1,100                        | \$ 988          | \$ 837                          | \$ 727          | \$ 1,937                        | \$ 1,715        | Yes                                     | 0 On Time   |
| 03-2G600   | BUT | 099 | Bridge Deck Preservation                                      | \$ 1,110                        | \$ 930                          | \$ 742          | \$ 660                          | \$ 549          | \$ 1,590                        | \$ 1,291        | Yes                                     | 0 On Time   |
| 03-4J200   | SIE | 049 | SIE 49 Depot Hill Slipout                                     | \$ 500                          | \$ 960                          | \$ 655          | \$ 3,200                        | \$ 3,197        | \$ 4,160                        | \$ 3,853        | Yes                                     | 0 On Time   |
| 03-4J570   | BUT | 032 | BUT 32 Snow Damage  | \$ 360                          | \$ 360                          | \$ 233          | \$ 1,800                        | \$ 1,567        | \$ 2,160                        | \$ 1,800        | Yes                                     | 0 On Time   |
| 03-4J670   | ED  | 089 | ED 89 Eagle Falls Viaduct                                     | \$ 210                          | \$ 210                          | \$ 167          | \$ 700                          | \$ 402          | \$ 910                          | \$ 569          | Yes                                     | 0 On Time   |
| 03-4J800   | ED  | 050 | ED 50 Forni Culvert   | \$ 140                          | \$ 140                          | \$ 43           | \$ 470                          | \$ 408          | \$ 610                          | \$ 451          | Yes                                     | 0 On Time   |
| 03-4J810   | SAC | 160 | SAC 160 Sinkhole  | \$ 170                          | \$ 170                          | \$ 154          | \$ 640                          | \$ 630          | \$ 810                          | \$ 783          | Yes                                     | 0 On Time   |
| 04-4G380   | SON | 116 | SON 116/Llano Rd LT   | \$ 2,440                        | \$ 6,777                        | \$ 6,674        | \$ 6,678                        | \$ 5,809        | \$ 13,455                       | \$ 12,483       | Yes                                     | 0 On Time   |
| 04-2J720   | CC  | 580 | CC-580 Stege Drain super-structure                            | \$ 2,569                        | \$ 5,233                        | \$ 4,929        | \$ 10,386                       | \$ 8,713        | \$ 15,620                       | \$ 13,642       | Yes                                     | 0 On Time   |
| 04-4J030   | SCL | 101 | Sargent Br OH- Pvt settlement                                 | \$ 2,132                        | \$ 2,925                        | \$ 2,390        | \$ 2,505                        | \$ 2,206        | \$ 5,430                        | \$ 4,597        | Yes                                     | 0 On Time   |
| 04-4J210   | NAP | 121 | Capell Br. Replacement  | \$ 2,060                        | \$ 2,754                        | \$ 2,642        | \$ 1,660                        | \$ 1,371        | \$ 4,413                        | \$ 4,013        | Yes                                     | 0 On Time   |
| 04-4J940   | ALA | 580 | Pave Gore & Narrow Areas                                      | \$ 1,625                        | \$ 2,168                        | \$ 2,104        | \$ 1,882                        | \$ 1,650        | \$ 4,050                        | \$ 3,754        | Yes                                     | 0 On Time   |
| 04-2K800   | SCL | 152 | SCL 152 - Construct MVPs & Veg Control Under MBGR             | \$ 2,545                        | \$ 2,725                        | \$ 2,364        | \$ 3,829                        | \$ 3,247        | \$ 6,554                        | \$ 5,610        | Yes                                     | 0 On Time   |
| 04-2K840   | SOL | 080 | Sol-80/29 Separation  | \$ 7,119                        | \$ 9,651                        | \$ 9,545        | \$ 19,986                       | \$ 18,258       | \$ 29,637                       | \$ 27,804       | Yes                                     | 0 On Time   |
| 04-0Q450   | ALA | 092 | Storm Damage - Permanent Restoration                          | \$ 839                          | \$ 905                          | \$ 813          | \$ 769                          | \$ 593          | \$ 1,674                        | \$ 1,406        | Yes                                     | 0 On Time   |
| 04-3W530   | CC  | 680 | BRIDGE DECK PROGRAM   | \$ 4,638                        | \$ 3,236                        | \$ 2,332        | \$ 4,115                        | \$ 3,680        | \$ 7,351                        | \$ 6,012        | Yes                                     | 0 On Time   |
| 04-3W540   | SCL | 035 | BRIDGE DECK PROGRAM   | \$ 1,725                        | \$ 1,869                        | \$ 1,198        | \$ 1,712                        | \$ 1,299        | \$ 3,581                        | \$ 2,497        | Yes                                     | 0 On Time   |
| 04-3W570   | SON | 012 | BRIDGE DECK PROGRAM   | \$ 2,756                        | \$ 2,208                        | \$ 1,688        | \$ 2,145                        | \$ 1,579        | \$ 4,352                        | \$ 3,268        | Yes                                     | 0 On Time   |
| 04-2Y920   | SOL | 037 | DO  | \$ 450                          | \$ 450                          | \$ 493          | \$ 795                          | \$ 417          | \$ 1,245                        | \$ 911          | Yes                                     | 0 On Time   |
| 04-2Y960   | ALA | 024 | DO  | \$ 215                          | \$ 215                          | \$ 183          | \$ 535                          | \$ 272          | \$ 750                          | \$ 455          | Yes                                     | 0 On Time   |
| 04-3Y050   | SOL | 012 | DO  | \$ 2,210                        | \$ 2,210                        | \$ 1,766        | \$ 7,351                        | \$ 7,336        | \$ 9,561                        | \$ 9,101        | Yes                                     | 0 On Time   |



| (B) Caltrans Fiscal Year 2023-24<br>State Highway Operation and Protection<br>Program Project Closeout |     |     |   |                                 |                                 |                   |                                 |                     |                                 |                     |   |   |
|--|-----|-----|---|---------------------------------|---------------------------------|-------------------|---------------------------------|---------------------|---------------------------------|---------------------|---|---|
| Project Description  |     |     |   | Support (\$1,000's)             |                                 |                   | Capital (\$1,000's)             |                     | Total (\$1,000's)               |                     | Completed<br>Within Approved<br>Budget? | Years Delivered: Early,<br>Delayed, or<br>On-time |
|  |     |     |   | Original<br>Budget <sup>1</sup> | Approved<br>Budget <sup>2</sup> | Actual<br>Costs   | Approved<br>Budget <sup>2</sup> | Actual<br>Costs     | Approved<br>Budget <sup>2</sup> | Actual<br>Costs     |   |   |
| 04-3Y060   | MRN | 001 | DO  | \$ 750                          | \$ 750                          | \$ 674            | \$ 2,500                        | \$ 2,420            | \$ 3,250                        | \$ 3,094            | Yes                                     | 0 On Time   |
| 04-3Y110   | ALA | 013 | DO  | \$ 268                          | \$ 563                          | \$ 340            | \$ 1,875                        | \$ 547              | \$ 2,438                        | \$ 887              | Yes                                     | 0 On Time   |
| 04-3Y240   | ALA | 880 | DO  | \$ 572                          | \$ 572                          | \$ 296            | \$ 1,450                        | \$ 1,307            | \$ 2,022                        | \$ 1,604            | Yes                                     | 0 On Time   |
| 05-1C420   | SB  | 154 | Cold Spring Bridge Maintenance Inspection Access          | \$ 4,175                        | \$ 6,805                        | \$ 2,423          | \$ 8,546                        | \$ 6,984            | \$ 15,351                       | \$ 9,407            | Yes                                     | 1 Early   |
| 05-1E010   | SB  | 101 | Gaviota Rest Area Water Systems Upgrade                   | \$ 2,150                        | \$ 4,272                        | \$ 4,037          | \$ 5,711                        | \$ 5,613            | \$ 9,982                        | \$ 9,650            | Yes                                     | (3) Delayed                                       |
| 05-1F500   | SB  | 101 | 101/135 Bridge Replacement                                | \$ 4,800                        | \$ 7,225                        | \$ 6,898          | \$ 12,731                       | \$ 11,195           | \$ 19,956                       | \$ 18,093           | Yes                                     | 0 On Time   |
| 05-1F620   | SCR | 152 | Corralitos Creek ADA                                      | \$ 6,203                        | \$ 5,296                        | \$ 4,018          | \$ 1,919                        | \$ 1,320            | \$ 7,215                        | \$ 5,338            | Yes                                     | 0 On Time   |
| 05-1H000   | MON | 068 | Pacific Grove CAPM  | \$ 4,107                        | \$ 4,142                        | \$ 2,458          | \$ 6,487                        | \$ 5,881            | \$ 10,629                       | \$ 8,338            | Yes                                     | 0 On Time   |
| 05-1H010   | SB  | 001 | Lompoc CAPM   | \$ 7,840                        | \$ 8,137                        | \$ 4,924          | \$ 9,841                        | \$ 8,298            | \$ 17,978                       | \$ 13,222           | Yes                                     | 0 On Time   |
| 05-1H020   | MON | 101 | Camp Roberts SRRRA Infrastructure Upgrade                 | \$ 3,032                        | \$ 3,881                        | \$ 3,404          | \$ 4,666                        | \$ 4,393            | \$ 8,547                        | \$ 7,797            | Yes                                     | 0 On Time   |
| 05-1H460   | MON | 001 | Garrapata Creek Bridge Rehab                              | \$ 4,390                        | \$ 4,497                        | \$ 3,705          | \$ 7,446                        | \$ 6,677            | \$ 11,943                       | \$ 10,382           | Yes                                     | 0 On Time   |
| 05-1H480   | SCR | 001 | Soquel Creek Scour Protection                             | \$ 4,929                        | \$ 4,498                        | \$ 1,978          | \$ 1,712                        | \$ 1,219            | \$ 6,210                        | \$ 3,197            | Yes                                     | 0 On Time   |
| 05-1F75U   | MON | 101 | King City Combined Projects                               | \$ 27,927                       | \$ 17,301                       | \$ 16,856         | \$ 88,898                       | \$ 79,456           | \$ 106,199                      | \$ 96,312           | Yes                                     | 0 On Time   |
| 05-1M450   | SCR | 236 | Heartwood Hill Embankment Restoration                     | \$ 2,326                        | \$ 2,326                        | \$ 1,592          | \$ 1,650                        | \$ 1,547            | \$ 3,976                        | \$ 3,139            | Yes                                     | 0 On Time   |
| 05-1Q070   | SLO | VAR | SLO-Var Sinkhole and Erosion Repairs                      | \$ 160                          | \$ 160                          | \$ 124            | \$ 660                          | \$ 438              | \$ 820                          | \$ 562              | Yes                                     | 0 On Time   |
| 05-1Q750   | SB  | 101 | Montecito Flooding and Clearing                           | \$ 180                          | \$ 180                          | \$ 67             | \$ 760                          | \$ 421              | \$ 940                          | \$ 488              | Yes                                     | 0 On Time   |
| 05-1Q900   | MON | 101 | Mon, SBT 101 Failed Drainage Repairs                      | \$ 280                          | \$ 310                          | \$ 206            | \$ 1,050                        | \$ 851              | \$ 1,360                        | \$ 1,057            | Yes                                     | 0 On Time   |
| 05-1Q950   | SCR | 129 | 129/152 Storm Damage                                      | \$ 850                          | \$ 850                          | \$ 544            | \$ 2,900                        | \$ 2,548            | \$ 3,750                        | \$ 3,092            | Yes                                     | 0 On Time   |
| 06-1E190   | FRE | 041 | FRESNO 41 & 168, BRIDGE DECK REHAB                        | \$ 350                          | \$ 412                          | \$ 402            | \$ 1,355                        | \$ 1,129            | \$ 1,767                        | \$ 1,531            | Yes                                     | 0 On Time   |
| 07-30440   | LA  | 710 | 710 Source Control in Monterey Park                       | \$ 1,300                        | \$ 2,781                        | \$ 2,185          | \$ 3,827                        | \$ 3,590            | \$ 6,608                        | \$ 5,775            | Yes                                     | 0 On Time   |
| 07-31910   | LA  | 091 | Bridge Rehabilitation                                     | \$ 5,494                        | \$ 4,729                        | \$ 2,905          | \$ 3,033                        | \$ 2,937            | \$ 7,762                        | \$ 5,842            | Yes                                     | 0 On Time   |
| 07-32000   | LA  | 014 | LA 14 Roadside Safety Improvements                        | \$ 2,515                        | \$ 2,857                        | \$ 2,659          | \$ 3,821                        | \$ 3,605            | \$ 6,678                        | \$ 6,264            | Yes                                     | 0 On Time   |
| 07-32520   | LA  | 210 | 210 SGR Hinge and Diaphragm Repairs                       | \$ 9,414                        | \$ 9,974                        | \$ 9,438          | \$ 20,186                       | \$ 18,851           | \$ 30,160                       | \$ 28,289           | Yes                                     | 0 On Time   |
| 07-33920   | VEN | 118 | ADA curb ramps upgrade                                    | \$ 6,124                        | \$ 2,295                        | \$ 2,139          | \$ 938                          | \$ 773              | \$ 3,233                        | \$ 2,911            | Yes                                     | 0 On Time   |
| 07-2XH00   | LA  | 002 | Landslide   | \$ 295                          | \$ 295                          | \$ 192            | \$ 660                          | \$ 327              | \$ 955                          | \$ 519              | Yes                                     | 0 On Time   |
| 09-37870   | MNO | 395 | CEMETERY PAVEMENT   | \$ 1,858                        | \$ 1,858                        | \$ 1,292          | \$ 7,414                        | \$ 6,580            | \$ 9,272                        | \$ 7,871            | Yes                                     | 0 On Time   |
| 10-05740   | SJ  | 088 | SJ/ALP 88 DRAINAGE SYSTEM                                 | \$ 2,860                        | \$ 3,368                        | \$ 3,016          | \$ 5,666                        | \$ 4,362            | \$ 9,034                        | \$ 7,379            | Yes                                     | (1) Delayed                                       |
| 10-0T680   | MER | 152 | STAA Truck Turning Radius Improvement                     | \$ 2,039                        | \$ 2,372                        | \$ 1,943          | \$ 3,043                        | \$ 2,696            | \$ 5,415                        | \$ 4,639            | Yes                                     | 0 On Time   |
| 10-1G510   | SJ  | 012 | SJ 12 ADA   | \$ 2,531                        | \$ 3,198                        | \$ 2,428          | \$ 4,347                        | \$ 2,557            | \$ 7,545                        | \$ 4,984            | Yes                                     | 0 On Time   |
| 10-1C400   | TUO | 108 | SR 108 and SR 49 Metal Beam Guard rail Upgrade            | \$ 2,171                        | \$ 3,111                        | \$ 2,518          | \$ 6,242                        | \$ 5,488            | \$ 9,353                        | \$ 8,006            | Yes                                     | 0 On Time   |
| 10-1G990   | SJ  | 120 | D 10 TMS REPAIR   | \$ 3,173                        | \$ 2,774                        | \$ 2,099          | \$ 2,899                        | \$ 2,488            | \$ 5,673                        | \$ 4,587            | Yes                                     | 0 On Time   |
| 10-1H530   | SJ  | 099 | SR 99 ROADSIDE SAFETY IMPROVEMENTS                        | \$ 1,995                        | \$ 2,054                        | \$ 1,723          | \$ 3,018                        | \$ 2,260            | \$ 5,072                        | \$ 3,983            | Yes                                     | 0 On Time   |
| 11-41220   | SD  | 094 | 11-SD-94-PM:4.4/7.3 - ROADSIDE WORKER SAFETY              | \$ 2,099                        | \$ 2,384                        | \$ 2,336          | \$ 2,549                        | \$ 2,224            | \$ 4,933                        | \$ 4,560            | Yes                                     | 0 On Time   |
| 11-41750   | SD  | 005 | I-5 DETENTION BASINS                                      | \$ 1,469                        | \$ 1,537                        | \$ 1,372          | \$ 1,413                        | \$ 1,311            | \$ 2,950                        | \$ 2,683            | Yes                                     | 0 On Time   |
| 11-41810   | SD  | 067 | CONSTRUCT CURB RAMPS                                      | \$ 5,065                        | \$ 5,397                        | \$ 5,144          | \$ 3,239                        | \$ 2,346            | \$ 8,636                        | \$ 7,490            | Yes                                     | 0 On Time   |
| 11-42750   | SD  | VAR | ITS TECHNOLOGY (ADVANCED TECHNOLOGY CORRIDORS AT BORDER)  | \$ 17,860                       | \$ 11,056                       | \$ 10,776         | \$ 23,040                       | \$ 20,249           | \$ 34,096                       | \$ 31,025           | Yes                                     | 1 Early   |
| 12-0P930   | ORA | 005 | 12-0P930 Rte 5 Roadside Worker Safety Project             | \$ 1,000                        | \$ 1,000                        | \$ 1,044          | \$ 2,107                        | \$ 1,942            | \$ 3,107                        | \$ 2,986            | Yes                                     | 0 On Time   |
| 12-0Q320   | ORA | 022 | 12-0Q320 Rte 22 Safety Lighting                           | \$ 4,649                        | \$ 4,647                        | \$ 3,752          | \$ 5,730                        | \$ 5,073            | \$ 10,377                       | \$ 8,824            | Yes                                     | 0 On Time   |
| 12-0R190   | ORA | 091 | 12-0R190 SR 91 Install new guide sign structures.         | \$ 1,030                        | \$ 1,240                        | \$ 1,095          | \$ 782                          | \$ 658              | \$ 2,022                        | \$ 1,753            | Yes                                     | 0 On Time   |
| 12-0S390   | ORA | 005 | 12-0S390 Rte. 5 Apply HFST at NB off-ramp to Magnolia St. | \$ 717                          | \$ 717                          | \$ 695            | \$ 518                          | \$ 427              | \$ 1,235                        | \$ 1,122            | Yes                                     | 1 Early   |
| 12-0U410   | ORA | 091 | 12-0U410, Rte 091/241 MSE Wall Repairs                    | \$ 165                          | \$ 165                          | \$ 90             | \$ 412                          | \$ 396              | \$ 577                          | \$ 486              | Yes                                     | 0 On Time   |
| 12-0U680   | ORA | 055 | 12-0U680, Rte 55,5,91, Fiber Optic Cable Repair ERDO      | \$ 224                          | \$ 224                          | \$ 89             | \$ 559                          | \$ 373              | \$ 783                          | \$ 462              | Yes                                     | 0 On Time   |
| <b>Totals</b>  |     |     |   | <b>\$ 777,859</b>               | <b>\$ 926,840</b>               | <b>\$ 778,241</b> | <b>\$ 2,420,144</b>             | <b>\$ 2,172,262</b> | <b>\$ 3,346,985</b>             | <b>\$ 2,950,503</b> |   |   |

<sup>1</sup> 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.

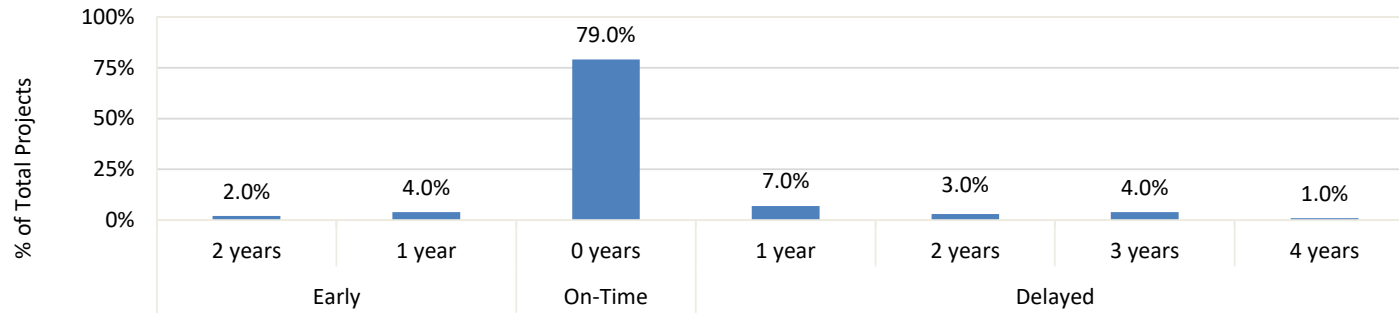
<sup>2</sup> Approved budget includes fund allocations, any utilized G-12 and supplemental funds, and G-11 amounts for Construction Cap on Emergency Projects. Except for Construction Support, support phase allocations did not begin until June 2017.

**(B) Caltrans Fiscal Year 2023-24  
State Highway Operation and Protection  
Program Project Closeout**

**FY 2023-24 SHOPP Closeout Delivery Year Summary**

|  | Early     |           | On-Time      | Delayed    |           |            |           |
|--|-----------|-----------|--------------|------------|-----------|------------|-----------|
|  | 2 years   | 1 year    | 0 years      | 1 year     | 2 years   | 3 years    | 4 years   |
| <b>Number of Projects</b>                  | 2         | 9         | 216          | 15         | 3         | 7          | 1         |
| <b>Approved Capital Budget (\$1,000's)</b> | \$ 12,351 | \$ 81,227 | \$ 1,893,253 | \$ 229,525 | \$ 38,049 | \$ 103,573 | \$ 62,167 |

**Distribution of FY 2023-24 SHOPP Closeout Delivery Year**



Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |      |   |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|------|---|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA  | Primary Unit  |
| 1   | 01<br>OC150<br>HUM<br>036         | Little Golden Gate Storm-Water<br><br>Near Bridgeville, at 0.2 mile east of Golden Gate Drive. Construct erosion control Best Management Practices (BMPs) measures to achieve Statewide National Pollutant 20.XX.201.335    | PAED    | 726  | 726   | 0  | 0                            | 0  | 726  | 469                              | (257)  | 21/22         | 21/22  | 0          | On Time | 11/02/2023  | 5.5                              | 5.5 | 5.5  | Acre(s)<br>treated/pollutant                              |
|     |                                   |   | PSE     | 873  | 646   | (227)  | 0                            | 0  | 646  | 504                              | (142)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 334  | 97  | (237)  | 0                            | 0  | 97   | 23                               | (74)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 1,452  | 496   | (956)  | 0                            | 0  | 496  | 254                              | (242)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 152  | 0   | (152)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>2,174</u>   | <u>1,677</u>  | <u>(497)</u>   | <u>(430)</u>                 | <u>0</u>                                     | <u>1,247</u>   | <u>1,126</u>                     | <u>(121)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 5,711  | 3,642   | (2,069)  | (430)                        | 0  | 3,212  | 2,376                            | (836)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 2   | 01<br>OE000<br>HUM<br>101         | Corridor Bridge Rails<br><br>Near Eureka, from 0.1 mile south of Jacoby Creek Bridge No. 04-0023 to 0.1 mile north of Gannon Slough Bridge No. 04-0024. Upgrade bridge rails and replace bridge. 20.XX.201.112              | PAED    | 368  | 0   | (368)  | 399                          | 0  | 1,828  | 1,802                            | (26)   | 16/17         | 19/20  | (3)        | Delayed | 11/06/2023  | 300                              | 609 | 644  | Linear feet rail  |
|     |                                   |   | PSE     | 1,514  | 3,014   | 1,500  | 0                            | 0  | 3,014  | 2,868                            | (146)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 63   | 64  | 1  | 174                          | 0  | 238  | 71                               | (167)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 1,342  | 1,939   | 597  | 394                          | 0  | 2,333  | 2,091                            | (242)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 196  | 0   | (196)  | 0                            | 0  | 39   | 39                               | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>4,249</u>   | <u>8,781</u>  | <u>4,532</u>   | <u>303</u>                   | <u>0</u>                                     | <u>9,084</u>   | <u>8,460</u>                     | <u>(624)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 7,732  | 13,798  | 6,066  | 1,270                        | 0  | 16,536   | 15,330                           | (1,206)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 3   | 01<br>OF460<br>HUM<br>299         | HUM-299 Blue Lake Widen & Rumble<br><br>Near Blue Lake, from 1.5 mile east of East Bair Road to 0.4 mile west of Cedar Creek Road, at four locations. Widen shoulders. 20.XX.201.010  | PAED    | 986  | 986   | 0  | 0                            | 0  | 986  | 864                              | (122)  | 19/20         | 19/20  | 0          | On Time | 10/12/2023  | 40                               | 40  | 40   | Collision(s) reduced                                      |
|     |                                   |   | PSE     | 864  | 864   | 0  | 286                          | 0  | 1,150  | 1,135                            | (15)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 21   | 21  | 0  | 0                            | 0  | 21   | 7                                | (14)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 921  | 1,591   | 670  | 0                            | 0  | 1,591  | 1,454                            | (137)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 127  | 0   | (127)  | 0                            | 0  | 101  | 6                                | (95)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>6,886</u>   | <u>8,752</u>  | <u>1,866</u>   | <u>(1,034)</u>               | <u>0</u>                                     | <u>7,718</u>   | <u>7,538</u>                     | <u>(180)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 9,805  | 12,214  | 2,409  | (748)                        | 0  | 11,568   | 11,004                           | (564)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 4   | 01<br>OF470<br>HUM<br>299         | Willow Creek Widen & Rumble<br><br>Near Willow Creek, from 0.1 mile east of Cedar Creek Road to 1.1 miles west of Route 96. Widen shoulders, place High Friction Surface Treatment (HFST), install 20.XX.201.010            | PAED    | 1,640  | 1,640   | 0  | 253                          | 0  | 1,893  | 1,871                            | (22)   | 19/20         | 19/20  | 0          | On Time | 10/31/2023  | 118                              | 118 | 0.78 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 1,668  | 1,668   | 0  | 50                           | 0  | 1,718  | 1,701                            | (17)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 45   | 45  | 0  | 0                            | 0  | 45   | 28                               | (17)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 2,518  | 2,518   | 0  | 0                            | 0  | 2,518  | 2,267                            | (251)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 19   | 0   | (19)   | 0                            | 0  | 19   | 8                                | (11)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>11,388</u>  | <u>12,971</u>   | <u>1,583</u>   | <u>(1,709)</u>               | <u>0</u>                                     | <u>11,262</u>  | <u>10,672</u>                    | <u>(590)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 17,278   | 18,842  | 1,564  | (1,406)                      | 0  | 17,455   | 16,546                           | (909)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 5   | 01<br>OF510<br>MEN<br>101         | South Fork Eel River Bridge Seismic<br><br>Near Piercy, from 0.4 mile south to 0.2 mile north of South Fork Eel River Bridge No. 10-0218 (PM R106.57); also in Humboldt County (PM T0.0/T0.1). Seismic bridge 20.XX.201.113 | PAED    | 739  | 739   | 0  | 0                            | 0  | 739  | 729                              | (10)   | 21/22         | 21/22  | 0          | On Time | 12/22/2023  | 1                                | 1   | 1    | Bridge(s)   |
|     |                                   |   | PSE     | 1,028  | 1,028   | 0  | 52                           | 0  | 1,080  | 1,054                            | (26)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 248  | 248   | 0  | 0                            | 0  | 248  | 31                               | (217)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 1,278  | 1,030   | (248)  | 0                            | 0  | 1,030  | 635                              | (395)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 26   | 0   | (26)   | 0                            | 0  | 3  | 3                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>3,605</u>   | <u>4,944</u>  | <u>1,339</u>   | <u>(323)</u>                 | <u>0</u>                                     | <u>4,621</u>   | <u>3,943</u>                     | <u>(679)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 6,924  | 7,989   | 1,065  | (271)                        | 0  | 7,721  | 6,395                            | (1,327)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |      |   |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|------|---|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA  | Primary Unit  |
| 6   | 01<br>0G060<br>MEN<br>001         | Abalobadiah Creek Safety<br><br>Near Fort Bragg, at Abalobadiah Creek.<br>Improve sight distance and place additional<br>curve warning signs to improve safety. This<br>project will reduce the number and severity<br>20.XX.201.010 | PAED    | 874  | 874   | 0  | 0                            | 0  | 874  | 743                              | (131)  | 19/20         | 22/23  | (3)        | Delayed | 12/05/2023  | 16                               | 16  | 16   | Collision(s) reduced  |
|     |                                   |  | PSE     | 1,094  | 973   | (121)  | 0                            | 0  | 973  | 806                              | (167)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 190  | 136   | (54)   | 0                            | 0  | 136  | 65                               | (71)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 783  | 620   | (163)  | 0                            | 0  | 620  | 183                              | (437)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 263  | 0   | (263)  | 0                            | 0  | 55   | 35                               | (20)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 1,991  | 429   | (1,562)  | 34                           | 0  | 463  | 431                              | (31)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 5,195  | 3,032   | (2,163)  | 34                           | 0  | 3,121  | 2,263                            | (858)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 7   | 01<br>0L230<br>DN<br>101          | LCG Landslide Repair<br><br>Near Crescent City, from 2.6 miles to 3.0<br>miles north of Wilson Creek Road. Realign<br>roadway, construct retaining walls, and place<br>a video monitoring system.<br>20.XX.201.130                   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 20/21         | 20/21  | 0          | On Time | 10/17/2023  | 1                                | 1   | 1    | Location(s)   |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 10   | 0   | (10)   | 0                            | 0  | 10   | 8                                | (2)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 2,500  | 2,500   | 0  | 0                            | 0  | 2,500  | 2,561                            | 61   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 14,000   | 14,000  | 0  | 0                            | 0  | 19,000   | 18,188                           | (812)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 16,520   | 16,500  | (20)   | 0                            | 0  | 21,510   | 20,757                           | (753)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 8   | 01<br>0H45U<br>MEN<br>020         | James Creek East & West Safety<br><br>IN MENDOCINO COUNTY ABOUT 10<br>MILES WEST OF WILLITS FROM 0.9 MI<br>WEST TO 0.3 MI EAST OF JAMES CREEK<br>BRIDGE. SAFETY IMPROVEMENTS.<br>20.XX.201.010                                       | PAED    | 1,698  | 0   | (1,698)  | 0                            | 0  | 0  | 0                                | 0  | 21/22         | 21/22  | 0          | On Time | 12/18/2023  | 44                               | 44  | 0.13 | Annual fatal and<br>serious injury<br>collision(s) <sup>5</sup> |
|     |                                   |  | PSE     | 1,877  | 0   | (1,877)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 362  | 0   | (362)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 1,901  | 0   | (1,901)  | 1,901                        | 0  | 1,901  | 723                              | (1,178)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 190  | 0   | (190)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 3,735  | 0   | (3,735)  | (60)                         | 0  | 3,809  | 3,391                            | (418)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 9,763  | 0   | (9,763)  | 1,841                        | 0  | 5,710  | 4,114                            | (1,596)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 9   | 01<br>0M800<br>HUM<br>101         | Pacific Lumber Company Undercrossing<br><br>Near Rio Dell, from 0.3 mile north of<br>Redcrest Undercrossing to 0.4 mile north of<br>Pacific Lumber Company Undercrossing.<br>Remove debris, stabilize slope, repair<br>20.XX.201.130 | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/22/2023  | 2                                | 2   | 1    | Location(s)   |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 75   | 0   | (75)   | 0                            | 0  | 75   | 1                                | (74)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 540  | 540   | 0  | 0                            | (40)   | 500  | 276                              | (224)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 75   | 0   | (75)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 1,800  | 1,800   | 0  | 0                            | 0  | 1,823  | 1,780                            | (43)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 2,490  | 2,340   | (150)  | 0                            | (40)   | 2,398  | 2,056                            | (342)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 10  | 01<br>0M890<br>VAR<br>101         | Snow Storm Damage DN, HUM<br><br>In Del Norte and Humboldt Counties, on<br>Routes 101, 169, 197, and 199 at various<br>locations. Remove damaged trees and<br>repair drainage systems, pavement, and<br>20.XX.201.130                | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/23/2023  | 19                               | 19  | 19   | Location(s)   |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 75   | 0   | (75)   | 0                            | 0  | 75   | 18                               | (57)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 1,650  | 1,650   | 0  | 0                            | 0  | 1,650  | 458                              | (1,192)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 25   | 0   | (25)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 5,500  | 5,500   | 0  | 0                            | 0  | 5,500  | 2,892                            | (2,608)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 7,250  | 7,150   | (100)  | 0                            | 0  | 7,225  | 3,367                            | (3,858)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |     |              |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|-----|--------------|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA | Primary Unit |
| 11  | 01<br>ON040<br>MEN<br>101         | Emergency Drainage Repair<br><br>Near Hopland, from Sonoma County line to 0.9 mile north of Comminsky Station Road. Repair or replace drainage systems, repair roadway, and install erosion control.<br>20.XX.201.130 | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 11/14/2023  | 2                                | 2   | 2   | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 10   | 0   | (10)   | 0                            | 0  | 10   | 0                                | (10)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 600  | 600   | 0  | 0                            | 0  | 600  | 179                              | (421)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>2,000</u>   | <u>2,000</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>2,000</u>   | <u>1,397</u>                     | <u>(603)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 2,615  | 2,600   | (15)   | 0                            | 0  | 2,610  | 1,577                            | (1,033)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 12  | 01<br>ON080<br>MEN<br>101         | Repair Storm Damage MEN 101<br><br>Near Legget, from 1.3 miles north to 2.3 miles north of Cummings Road Separation. Repair roadway and drainage.<br>20.XX.201.130  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 11/06/2023  | 2                                | 2   | 2   | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 5  | 0   | (5)  | 0                            | 0  | 5  | 1                                | (4)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 450  | 450   | 0  | 0                            | 0  | 450  | 113                              | (337)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>1,500</u>   | <u>1,500</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>1,500</u>   | <u>1,263</u>                     | <u>(237)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 1,960  | 1,950   | (10)   | 0                            | 0  | 1,955  | 1,376                            | (579)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 13  | 01<br>ON400<br>DN<br>101          | Pavement Repair<br><br>Near Klamath, from Humboldt County line to Klamath River Bridge. Repair pavement, and place pavement markers and striping.<br>20.XX.201.130  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 23/24         | 23/24  | 0          | On Time | 11/17/2023  | 4                                | 4   | 2   | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 10   | 0   | (10)   | 0                            | 0  | 10   | 0                                | (10)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 300  | 300   | 0  | 0                            | 0  | 300  | 73                               | (227)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>1,000</u>   | <u>1,000</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>1,000</u>   | <u>981</u>                       | <u>(19)</u>  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 1,315  | 1,300   | (15)   | 0                            | 0  | 1,310  | 1,054                            | (256)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 14  | 02<br>4F220<br>TRI<br>003         | Swift Creek Bridge Replacement<br><br>Near Trinity Center, from 1.3 miles south to 0.7 mile north of Swift Creek Bridge No.0059. Replace Swift Creek Bridge No. 05-0059.<br>20.XX.201.110                             | PAED    | 930  | 1,250   | 320  | 280                          | 0  | 1,530  | 1,510                            | (20)   | 19/20         | 19/20  | 0          | On Time | 12/31/2023  | 1                                | 1   | 1   | Bridge(s)    |
|     |                                   |   | PSE     | 1,680  | 1,680   | 0  | 368                          | 0  | 2,048  | 1,983                            | (65)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 100  | 119   | 19   | 165                          | 0  | 284  | 279                              | (5)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 2,090  | 2,500   | 410  | 300                          | 850  | 3,650  | 3,438                            | (212)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 820  | 0   | (820)  | 0                            | 0  | 649  | 550                              | (99)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>7,200</u>   | <u>13,689</u>   | <u>6,489</u>   | <u>510</u>                   | <u>0</u>                                     | <u>14,199</u>  | <u>13,108</u>                    | <u>(1,091)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 12,820   | 19,238  | 6,418  | 1,623                        | 850  | 22,360   | 20,867                           | (1,493)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 15  | 02<br>OK140<br>PLU<br>089         | Greenville Corridor Slides<br><br>Near Crescent Mills, from 0.1 mile north of Route 70 to Route 147. Remove slide material at multiple locations.<br>20.XX.201.130  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/16/2023  | 21                               | 21  | 21  | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 375  | 375   | 0  | 0                            | 0  | 375  | 293                              | (82)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 20   | 0   | (20)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>1,500</u>   | <u>1,500</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>1,500</u>   | <u>1,061</u>                     | <u>(439)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 1,895  | 1,875   | (20)   | 0                            | 0  | 1,875  | 1,354                            | (521)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |      |   |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|------|---|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA  | Primary Unit  |
| 16  | 02<br>OK470<br>PLU<br>070         | PLU 70 PM 81.82<br><br>Near Beckwourth, at 1.5 miles east of Beckwourth Calpine Road. Fill sinkhole void, replace culvert, and repair roadway.<br><br>20.XX.201.130   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/26/2023  | 1                                | 1   | 1    | Location(s)   |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 150  | 150   | 0  | 0                            | 0  | 150  | 101                              | (49)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>1,000</u>   | <u>1,000</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>1,000</u>   | <u>524</u>                       | <u>(476)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 1,155  | 1,150   | (5)  | 0                            | 0  | 1,150  | 625                              | (525)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 17  | 02<br>OK510<br>VAR<br>VAR         | Remove and replace AC surface ELB<br><br>In Shasta, Modoc, Plumas, Siskiyou, and Tehama Counties, on various routes at various locations. Repair pavement, and place pavement markers and striping.<br>20.XX.201.130        | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 23/24         | 23/24  | 0          | On Time | 10/19/2023  | 558                              | 558 | 558  | Location(s)   |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 1,000  | 1,000   | 0  | 0                            | 0  | 1,000  | 376                              | (624)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>6,300</u>   | <u>6,300</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>6,300</u>   | <u>3,988</u>                     | <u>(2,312)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 7,300  | 7,300   | 0  | 0                            | 0  | 7,300  | 4,364                            | (2,936)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 18  | 03<br>OH420<br>VAR<br>VAR         | Count Station Repair & Install<br><br>In various counties, on various routes at various locations. Repair and install vehicle census count stations.<br>20.XX.201.315   | PAED    | 1,000  | 1,000   | 0  | 0                            | 0  | 1,000  | 348                              | (652)  | 19/20         | 19/20  | 0          | On Time | 11/08/2023  | 470                              | 49  | 43   | Field element(s)  |
|     |                                   |   | PSE     | 1,000  | 1,190   | 190  | 300                          | 0  | 1,490  | 1,243                            | (247)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 180  | 210   | 30   | 0                            | 0  | 210  | 112                              | (98)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 1,800  | 1,800   | 0  | 360                          | 0  | 2,160  | 2,046                            | (114)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 30   | 0   | (30)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>9,200</u>   | <u>10,489</u>   | <u>1,289</u>   | <u>(648)</u>                 | <u>0</u>                                     | <u>9,842</u>   | <u>8,824</u>                     | <u>(1,018)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 13,210   | 14,689  | 1,479  | 13                           | 0  | 14,702   | 12,572                           | (2,130)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 19  | 03<br>2H630<br>BUT<br>162         | 162 Road Widening<br><br>In and near Oroville, from 0.1 mile west of Foothill Boulevard to 0.6 mile east Arbol Avenue. Construct two-way left-turn lane and widen shoulders.<br>20.XX.201.010                               | PAED    | 927  | 927   | 0  | 250                          | 0  | 1,177  | 1,177                            | 0  | 19/20         | 20/21  | (1)        | Delayed | 11/06/2023  | 50                               | 50  | 0.24 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 1,769  | 1,769   | 0  | 377                          | 0  | 2,146  | 2,125                            | (21)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 2,023  | 2,023   | 0  | 0                            | 0  | 2,023  | 1,983                            | (40)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 1,913  | 1,913   | 0  | 0                            | 0  | 1,913  | 1,852                            | (61)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 1,645  | 0   | (1,645)  | 0                            | 0  | 2,658  | 2,293                            | (365)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>14,075</u>  | <u>12,200</u>   | <u>(1,875)</u>   | <u>(2,374)</u>               | <u>0</u>                                     | <u>9,827</u>   | <u>8,889</u>                     | <u>(937)</u>   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 22,352   | 18,832  | (3,520)  | (1,747)                      | 0  | 19,743   | 18,320                           | (1,424)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 20  | 03<br>OH10U<br>SAC<br>005         | Sac 5 Corridor Enhancement Project<br><br>In Sacramento, from 1.1 miles south of Elk Grove Blvd Overcrossing to Route 50 at American River Br (Br#24-68). Roadway rehabilitation, construct HOV lanes, and<br>20.XX.201.315 | PAED    | 9,765  | 0   | (9,765)  | 0                            | 0  | 0  | 0                                | 0  | 18/19         | 18/19  | 0          | On Time | 10/24/2023  | 63                               | 67  | 72.1 | Lane mile(s)  |
|     |                                   |   | PSE     | 21,470   | 0   | (21,470)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 3,300  | 0   | (3,300)  | 2,119                        | 0  | 2,129  | 1,408                            | (721)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 29,720   | 0   | (29,720)   | 2,241                        | 0  | 32,531   | 32,074                           | (457)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 2,157  | 0   | (2,157)  | 0                            | 0  | 941  | 787                              | (154)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | <u>254,293</u>                                       | <u>0</u>  | <u>(254,293)</u>   | <u>2,262</u>                 | <u>18,000</u>                                | <u>282,932</u>   | <u>268,504</u>                   | <u>(14,428)</u>  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 320,705  | 0   | (320,705)  | 6,622                        | 18,000                                       | 318,533  | 302,774                          | (15,759)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |     |              |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|-----|--------------|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA | Primary Unit |
| 21  | 03<br>0J710<br>ED<br>050          | ED-50 Down Drain<br><br>Near Kyburz, at 1.4 miles east of Alder Creek Road. Repair the storm damaged down drain and stabilize hillside slope.<br><br>20.XX.201.131   | PAED    | 320  | 320   | 0  | 0                            | 0  | 320  | 292                              | (28)   | 21/22         | 21/22  | 0          | On Time | 12/21/2023  | 1                                | 1   | 1   | Location(s)  |
|     |                                   |  | PSE     | 410  | 410   | 0  | 0                            | 0  | 410  | 385                              | (25)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 50   | 50  | 0  | 0                            | 0  | 50   | 36                               | (14)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 320  | 320   | 0  | 0                            | 0  | 320  | 274                              | (46)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 1,700  | 1,091   | (609)  | (254)                        | 0  | 837  | 727                              | (110)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 2,805  | 2,191   | (614)  | (254)                        | 0  | 1,937  | 1,715                            | (222)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 22  | 03<br>2G600<br>BUT<br>099         | Bridge Deck Preservation<br><br>In Chico, at Cohasset Highway Overcrossing No. 12-0168. Apply polyester concrete overlay to bridge deck and replace joint seals.<br>20.XX.201.119                                  | PAED    | 180  | 180   | 0  | 120                          | 0  | 300  | 270                              | (30)   | 22/23         | 22/23  | 0          | On Time | 11/16/2023  | 4                                | 1   | 1   | Bridge(s)    |
|     |                                   |  | PSE     | 375  | 375   | 0  | 0                            | 0  | 375  | 283                              | (92)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 30   | 30  | 0  | 0                            | 0  | 30   | 11                               | (19)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 525  | 225   | (300)  | 0                            | 0  | 225  | 179                              | (46)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 5  | 0                                | (5)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 3,355  | 690   | (2,665)  | (35)                         | 0  | 655  | 549                              | (107)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 4,470  | 1,500   | (2,970)  | 85                           | 0  | 1,590  | 1,291                            | (299)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 23  | 03<br>4J200<br>SIE<br>049         | SIE 49 Depot Hill Slipout<br><br>Near Camptonville, from 1.2 miles south to 0.2 mile south of North Yuba River Bridge. Stabilize slope, remove damaged retaining wall and construct viaduct.<br>20.XX.201.130      | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/26/2023  | 1                                | 1   | 1   | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 500  | 500   | 0  | 0                            | 460  | 960  | 655                              | (305)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 2,500  | 2,500   | 0  | 0                            | 0  | 3,200  | 3,197                            | (3)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 3,000  | 3,000   | 0  | 0                            | 460  | 4,160  | 3,853                            | (307)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 24  | 03<br>4J570<br>BUT<br>032         | BUT 32 Snow Damage<br><br>Near Chico, from 2.0 miles west of Santos Way to 0.6 mile west of Forest Ranch Way. Remove storm damaged trees and debris.<br>20.XX.201.130  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/04/2023  | 5                                | 5   | 5   | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 360  | 360   | 0  | 0                            | 0  | 360  | 233                              | (127)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 1,800  | 1,800   | 0  | 0                            | 0  | 1,800  | 1,567                            | (233)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 2,160  | 2,160   | 0  | 0                            | 0  | 2,160  | 1,800                            | (360)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 25  | 03<br>4J670<br>ED<br>089          | ED 89 Eagle Falls Viaduct<br><br>Near Emerald Bay, from 1.5 miles south to 0.5 mile north of Eagles Fall Viaduct No. 25-0103. Remove and replace bridge rail and stabilize slope by rock scaling.<br>20.XX.201.130 | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/05/2023  | 1                                | 1   | 1   | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 210  | 210   | 0  | 0                            | 0  | 210  | 167                              | (43)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 700  | 700   | 0  | 0                            | 0  | 700  | 402                              | (298)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 910  | 910   | 0  | 0                            | 0  | 910  | 569                              | (341)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |      |   |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|------|---|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA  | Primary Unit  |
| 26  | 03<br>4J800<br>ED<br>050          | ED 50 Forni Culvert<br><br>In Placerville, at 0.3 mile east of Forni Road.<br>Repair and replace failed culvert.<br><br>20.XX.201.130   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 11/20/2023  | 1                                | 1   | 1    | Location(s)   |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 140  | 140   | 0  | 0                            | 0  | 140  | 43                               | (97)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | 470  | 470   | 0  | 0                            | 0  | 470  | 408                              | (62)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 610  | 610   | 0  | 0                            | 0  | 610  | 451                              | (159)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 27  | 03<br>4J810<br>SAC<br>160         | SAC 160 Sinkhole<br><br>Near Rio Vista, from Contra Costa County<br>line to 0.9 mile south of Sherman Island<br>Road. Replace failed culvert and repair<br>sinkhole.<br>20.XX.201.130                         | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/21/2023  | 1                                | 1   | 1    | Location(s)   |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 170  | 170   | 0  | 0                            | 0  | 170  | 154                              | (16)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | 570  | 570   | 0  | 0                            | 0  | 640  | 630                              | (10)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 740  | 740   | 0  | 0                            | 0  | 810  | 783                              | (27)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 28  | 04<br>4G380<br>SON<br>116         | SON 116/Llano Rd LT<br><br>Near Sebastopol, at the intersection of Route<br>116 and Llano Road. Construct left-turn and<br>merge lanes.<br>20.XX.201.010  | PAED    | 720  | 0   | (720)  | 300                          | 0  | 1,497  | 1,498                            | 1  | 17/18         | 17/18  | 0          | On Time | 12/15/2023  | 54                               | 54  | 0.15 | Annual fatal and<br>serious injury<br>collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 720  | 2,000   | 1,280  | 400                          | 0  | 2,400  | 2,380                            | (20)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 200  | 200   | 0  | 120                          | 0  | 320  | 259                              | (61)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 800  | 1,400   | 600  | 310                          | 850  | 2,560  | 2,537                            | (23)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 75   | 0   | (75)   | 0                            | 0  | 125  | 61                               | (64)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | 4,645  | 7,666   | 3,021  | (1,218)                      | 0  | 6,448  | 5,646                            | (802)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 7,160  | 11,266  | 4,106  | (88)                         | 850  | 13,350   | 12,382                           | (968)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 29  | 04<br>2J720<br>CC<br>580          | CC-580 Stege Drain super-structure<br><br>In Richmond, at Stege Drain Bridge No.<br>28-0091. Bridge rehabilitation.<br>20.XX.201.110  | PAED    | 700  | 700   | 0  | 270                          | 0  | 970  | 947                              | (23)   | 19/20         | 19/20  | 0          | On Time | 10/06/2023  | 1                                | 1   | 1    | Bridge(s)   |
|     |                                   |   | PSE     | 876  | 1,042   | 166  | 304                          | 0  | 1,346  | 1,289                            | (57)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 117  | 117   | 0  | 0                            | 0  | 117  | 93                               | (24)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 876  | 2,800   | 1,924  | 0                            | 0  | 2,800  | 2,599                            | (201)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 5  | 0   | (5)  | 0                            | 0  | 5  | 2                                | (3)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | 5,828  | 12,852  | 7,024  | (2,566)                      | 0  | 10,286   | 8,711                            | (1,575)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 8,402  | 17,511  | 9,109  | (1,991)                      | 0  | 15,525   | 13,642                           | (1,883)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 30  | 04<br>4J030<br>SCL<br>101         | Sargent Br OH- Pvt settlement<br><br>Near Gilroy, at Sargent Bridge and Overhead<br>No. 39-0006L. Permanent restoration of<br>roadway settlement and southern abutment<br>wingwall movement.<br>20.XX.201.131 | PAED    | 650  | 650   | 0  | 68                           | 0  | 718  | 661                              | (57)   | 20/21         | 20/21  | 0          | On Time | 10/12/2023  | 1                                | 1   | 1    | Location(s)   |
|     |                                   |   | PSE     | 780  | 900   | 120  | 205                          | 0  | 1,105  | 1,065                            | (40)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Sup  | 52   | 52  | 0  | 0                            | 0  | 52   | 9                                | (43)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Sup | 650  | 1,050   | 400  | 0                            | 0  | 1,050  | 656                              | (394)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | RW Cap  | 87   | 0   | (87)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Con Cap | 1,381  | 2,300   | 919  | 205                          | 0  | 2,505  | 2,206                            | (299)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   | Total   | 3,600  | 4,952   | 1,352  | 478                          | 0  | 5,430  | 4,597                            | (833)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.



Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |      |   |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|------|---|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA  | Primary Unit  |
| 31  | 04<br>4J210<br>NAP<br>121         | Capell Br. Replacement<br><br>Near Napa, at Capell Creek Bridge No. 21-0064. Bridge rehabilitation.<br><br>20.XX.201.110   | PAED    | 490  | 750   | 260  | 0                            | 0  | 750  | 729                              | (21)   | 19/20         | 19/20  | 0          | On Time | 11/22/2023  | 1                                | 1   | 1    | Bridge(s)   |
|     |                                   |  | PSE     | 735  | 870   | 135  | 213                          | 0  | 1,083  | 1,062                            | (21)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 100  | 100   | 0  | 0                            | 0  | 100  | 98                               | (2)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 735  | 735   | 0  | 86                           | 0  | 821  | 753                              | (68)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 225  | 0   | (225)  | 0                            | 0  | 225  | 13                               | (212)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 2,440  | 1,995   | (445)  | (436)                        | 0  | 1,560  | 1,358                            | (202)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 4,725  | 4,450   | (275)  | (137)                        | 0  | 4,538  | 4,013                            | (525)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 32  | 04<br>4J940<br>ALA<br>580         | Pave Gore & Narrow Areas<br><br>In and near Livermore, from San Joaquin County line to Vasco Road; also on Route 205 from PM L0.0/L0.5. Construct eight new Maintenance Vehicle Pullouts (MVPs) and 20.XX.201.235                                | PAED    | 625  | 625   | 0  | 120                          | 0  | 745  | 737                              | (8)  | 21/22         | 21/22  | 0          | On Time | 12/01/2023  | 14                               | 14  | 0.14 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |  | PSE     | 400  | 476   | 76   | 248                          | 0  | 724  | 722                              | (1)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 75   | 75  | 0  | 0                            | 0  | 75   | 23                               | (52)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 525  | 624   | 99   | 0                            | 0  | 624  | 622                              | (2)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 183  | 0   | (183)  | 0                            | 0  | 183  | 100                              | (83)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 1,997  | 2,201   | 204  | (419)                        | 0  | 1,782  | 1,550                            | (232)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 3,805  | 4,001   | 196  | (51)                         | 0  | 4,133  | 3,754                            | (378)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 33  | 04<br>2K800<br>SCL<br>152         | SCL 152 - Construct MVPs & Veg Control Under MBGR<br><br>Near Gilroy, from Llagas Creek Bridge to the Merced County line. Construct Maintenance Vehicle Pullouts (MVPs) and vegetation control under existing guardrail to improve 20.XX.201.235 | PAED    | 800  | 800   | 0  | 100                          | 0  | 900  | 872                              | (28)   | 21/22         | 21/22  | 0          | On Time | 11/20/2023  | 88                               | 56  | 0.51 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |  | PSE     | 1,000  | 1,000   | 0  | 80                           | 0  | 1,080  | 1,019                            | (61)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 45   | 45  | 0  | 0                            | 0  | 45   | 29                               | (16)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 700  | 700   | 0  | 0                            | 0  | 700  | 444                              | (256)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 40   | 27                               | (13)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 6,590  | 4,054   | (2,536)  | (265)                        | 0  | 3,789  | 3,219                            | (570)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 9,145  | 6,599   | (2,546)  | (85)                         | 0  | 6,554  | 5,610                            | (944)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 34  | 04<br>2K840<br>SOL<br>080         | Sol-80/29 Separation<br><br>In Vallejo, at Route 80/29 Separation Bridge No. 23-0087. Replace bridge. ACCELERATED BRIDGE<br><br>20.XX.201.322  | PAED    | 2,057  | 2,057   | 0  | 0                            | 0  | 2,057  | 2,033                            | (24)   | 19/20         | 19/20  | 0          | On Time | 12/15/2023  | 1                                | 1   | 1    | Bridge(s)   |
|     |                                   |  | PSE     | 2,624  | 2,624   | 0  | 0                            | 0  | 2,624  | 2,586                            | (38)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 22   | 22  | 0  | 18                           | 0  | 40   | 26                               | (14)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 2,416  | 4,300   | 1,884  | 630                          | 0  | 4,930  | 4,901                            | (29)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 15   | 0   | (15)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 11,922   | 20,498  | 8,576  | (512)                        | 0  | 19,986   | 18,258                           | (1,728)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 19,056   | 29,501  | 10,445   | 136                          | 0  | 29,637   | 27,804                           | (1,834)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 35  | 04<br>0Q450<br>ALA<br>092         | Storm Damage - Permanent Restoration<br><br>In Hayward, at the westbound connector from northbound Route 880. Restore eroded embankment and extend existing concrete barrier.<br>20.XX.201.131   | PAED    | 285  | 285   | 0  | 0                            | 0  | 285  | 283                              | (2)  | 21/22         | 21/22  | 0          | On Time | 11/02/2023  | 1                                | 1   | 1    | Location(s)   |
|     |                                   |  | PSE     | 347  | 413   | 66   | 0                            | 0  | 413  | 362                              | (51)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 16   | 16  | 0  | 0                            | 0  | 16   | 7                                | (9)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 191  | 191   | 0  | 0                            | 0  | 191  | 161                              | (30)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 661  | 647   | (14)   | 122                          | 0  | 769  | 593                              | (176)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 1,510  | 1,552   | 42   | 122                          | 0  | 1,674  | 1,406                            | (268)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial                                 | G-12<br>Adjust<br>(\$1,000s) | Supplmt                           | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended                                    | Delivery Year | CCA<br>Date | Construction Output <sup>4</sup> |         |            |       |          |     |             |
|-----|-----------------------------------|---|---------|--|---|---|------------------------------|-----------------------------------|--|----------------------------------|---|---------------|-------------|----------------------------------|---------|------------|-------|----------|-----|-------------|
|     |                                   |   |         |  |   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) |                              | Allocated<br>Amount<br>(\$1,000s) |  |                                  | Current<br>Approved<br>Budget<br>(\$1,000s) |               |             | Original                         | Actual  | Difference | Trend | Original | RTL | CCA         |
| 36  | 04<br>3W530<br>CC<br>680          | BRIDGE DECK PROGRAM<br><br>In San Ramon, Danville, and Walnut Creek,<br>at various locations. Apply polyester<br>concrete overlay to bridge decks and<br>approach slabs.<br>20.XX.201.119                           | PAED    | 109  | 109   | 0                                       | 0                            | 0                                 | 109  | 109                              | 0   | 21/22         | 21/22       | 0                                | On Time | 11/02/2023 | 6     | 6        | 6   | Bridge(s)   |
|     |                                   |   | PSE     | 1,910  | 1,203   | (707)                                   | 0                            | 0                                 | 1,203  | 1,202                            | (1)   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Sup  | 55   | 55  | 0                                       | 0                            | 0                                 | 55   | 4                                | (51)  |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Sup | 2,564  | 1,717   | (847)                                   | 0                            | 0                                 | 1,717  | 866                              | (851)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Cap  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Cap | 8,900  | 4,690   | (4,210)                                 | (575)                        | 0                                 | 4,115  | 3,680                            | (435)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Total   | 13,538   | 7,774   | (5,764)                                 | (575)                        | 0                                 | 7,199  | 5,861                            | (1,338)                                     |               |             |                                  |         |            |       |          |     |             |
| 37  | 04<br>3W540<br>SCL<br>035         | BRIDGE DECK PROGRAM<br><br>In Mountain View, Sunnyvale, and Milpitas,<br>at Stevens Creek Bridge No. 37-0200F (PM<br>R0.35), North Mathilda Avenue<br>Undercrossing No. 37-0179 (PM 2.99), Fair<br>20.XX.201.119    | PAED    | 41   | 41  | 0                                       | 0                            | 0                                 | 41   | 40                               | (1)   | 21/22         | 21/22       | 0                                | On Time | 10/03/2023 | 4     | 4        | 4   | Bridge(s)   |
|     |                                   |   | PSE     | 711  | 630   | (81)                                    | 0                            | 0                                 | 630  | 585                              | (45)  |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Sup  | 20   | 20  | 0                                       | 0                            | 0                                 | 20   | 3                                | (17)  |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Sup | 953  | 1,020   | 67                                      | 0                            | 0                                 | 1,020  | 412                              | (608)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Cap  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Cap | 3,310  | 2,102   | (1,208)                                 | (390)                        | 0                                 | 1,712  | 1,299                            | (413)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Total   | 5,035  | 3,813   | (1,222)                                 | (390)                        | 0                                 | 3,423  | 2,338                            | (1,084)                                     |               |             |                                  |         |            |       |          |     |             |
| 38  | 04<br>3W570<br>SON<br>012         | BRIDGE DECK PROGRAM<br><br>In and near Sonoma, Geyserville,<br>Healdsburg, and Cloverdale, on Routes 12,<br>101, and 128 at various locations. Apply<br>polyester concrete overlay to bridge decks<br>20.XX.201.119 | PAED    | 65   | 65  | 0                                       | 0                            | 0                                 | 65   | 65                               | 0   | 21/22         | 21/22       | 0                                | On Time | 12/07/2023 | 5     | 5        | 5   | Bridge(s)   |
|     |                                   |   | PSE     | 1,135  | 812   | (323)                                   | 0                            | 0                                 | 812  | 811                              | (1)   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Sup  | 32   | 32  | 0                                       | 0                            | 0                                 | 32   | 6                                | (26)  |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Sup | 1,524  | 1,100   | (424)                                   | 0                            | 0                                 | 1,100  | 607                              | (493)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Cap  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Cap | 5,290  | 2,558   | (2,732)                                 | (414)                        | 0                                 | 2,145  | 1,579                            | (565)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Total   | 8,046  | 4,567   | (3,479)                                 | (414)                        | 0                                 | 4,154  | 3,069                            | (1,085)                                     |               |             |                                  |         |            |       |          |     |             |
| 39  | 04<br>2Y920<br>SOL<br>037         | DO<br><br>Near Vallejo, at Route 37/29 Junction.<br>Remove beaver dam, repair access road,<br>trace and repair the leaking pipe.<br><br>20.XX.201.130   | PAED    | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   | 22/23         | 22/23       | 0                                | On Time | 10/04/2023 | 1     | 1        | 1   | Location(s) |
|     |                                   |   | PSE     | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Sup  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Sup | 450  | 450   | 0                                       | 0                            | 0                                 | 450  | 493                              | 43  |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Cap  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Cap | 795  | 795   | 0                                       | 0                            | 0                                 | 795  | 417                              | (378)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Total   | 1,245  | 1,245   | 0                                       | 0                            | 0                                 | 1,245  | 911                              | (334)                                       |               |             |                                  |         |            |       |          |     |             |
| 40  | 04<br>2Y960<br>ALA<br>024         | DO<br><br>In Oakland at Caldecott Tunnels. Clear<br>debris, repair drainage, stabilize slope,<br>implement erosion control, and install rock<br>fall fence.<br>20.XX.201.130  | PAED    | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   | 22/23         | 22/23       | 0                                | On Time | 11/15/2023 | 1     | 1        | 1   | Location(s) |
|     |                                   |   | PSE     | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Sup  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Sup | 215  | 215   | 0                                       | 0                            | 0                                 | 215  | 183                              | (32)  |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | RW Cap  | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Con Cap | 535  | 535   | 0                                       | 0                            | 0                                 | 535  | 272                              | (263)                                       |               |             |                                  |         |            |       |          |     |             |
|     |                                   |   | Total   | 750  | 750   | 0                                       | 0                            | 0                                 | 750  | 455                              | (295)                                       |               |             |                                  |         |            |       |          |     |             |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |     |              |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|-----|--------------|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA | Primary Unit |
| 41  | 04<br>3Y050<br>SOL<br>012         | DO<br><br>In Solano County, on Routes 12, 112, and 113 at various locations. Repair damaged pavement and replace striping.<br><br>20.XX.201.130  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/29/2023  | 16                               | 16  | 16  | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 2,210  | 2,210   | 0  | 0                            | 0  | 2,210  | 1,766                            | (444)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 7,351  | 7,351   | 0  | 0                            | 0  | 7,351  | 7,336                            | (15)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 9,561  | 9,561   | 0  | 0                            | 0  | 9,561  | 9,101                            | (460)  |               |        |            |         |             |                                  |     |     |              |
| 42  | 04<br>3Y060<br>MRN<br>001         | DO<br><br>In Marin County, on Route 1 at various locations. Repair damaged pavement and replace striping.<br><br>20.XX.201.130   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/19/2023  | 20                               | 20  | 30  | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 750  | 750   | 0  | 0                            | 0  | 750  | 674                              | (76)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 2,500  | 2,500   | 0  | 0                            | 0  | 2,500  | 2,420                            | (80)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 3,250  | 3,250   | 0  | 0                            | 0  | 3,250  | 3,094                            | (156)  |               |        |            |         |             |                                  |     |     |              |
| 43  | 04<br>3Y110<br>ALA<br>013         | DO<br><br>In Oakland, 0.2 mile south of Broadway Terrace. Remove debris and mud and repair slope.<br><br>20.XX.201.130   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/04/2023  | 1                                | 1   | 1   | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 60   | 60   | 0                                | (60)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 268  | 201   | (67)   | 0                            | 302  | 503  | 340                              | (163)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 670  | 670   | 0  | 0                            | 0  | 1,875  | 547                              | (1,328)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 938  | 871   | (67)   | 0                            | 362  | 2,438  | 887                              | (1,551)  |               |        |            |         |             |                                  |     |     |              |
| 44  | 04<br>3Y240<br>ALA<br>880         | DO<br><br>In Alameda and Contra Costa Counties, on Routes 4, 80, 112, 160, 238, 242, 580, 680, and 880 at various locations. Repair damaged pavement and replace striping.<br>20.XX.201.130              | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 11/28/2023  | 26                               | 26  | 26  | Location(s)  |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 572  | 572   | 0  | 0                            | 0  | 572  | 296                              | (276)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 1,450  | 1,450   | 0  | 0                            | 0  | 1,450  | 1,307                            | (143)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 2,022  | 2,022   | 0  | 0                            | 0  | 2,022  | 1,604                            | (418)  |               |        |            |         |             |                                  |     |     |              |
| 45  | 05<br>1C420<br>SB<br>154          | Cold Spring Bridge Maintenance Inspection Access<br><br>Near Lake Cachuma, at Cold Spring Canyon Bridge No. 51-0037. Install inspection access system below bridge and paint structure.<br>20.XX.201.110 | PAED    | 1,100  | 1,110   | 10   | 0                            | 0  | 1,110  | 383                              | (727)  | 20/21         | 19/20  | 1          | Early   | 11/03/2023  | 1                                | 1   | 1   | Bridge(s)    |
|     |                                   |  | PSE     | 1,500  | 1,740   | 240  | 0                            | 0  | 1,740  | 555                              | (1,185)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Sup  | 75   | 75  | 0  | 0                            | 0  | 75   | 12                               | (63)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Sup | 1,500  | 3,880   | 2,380  | 0                            | 0  | 3,880  | 1,473                            | (2,407)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | RW Cap  | 50   | 0   | (50)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Con Cap | 19,000   | 15,279  | (3,721)  | (6,733)                      | 0  | 8,546  | 6,984                            | (1,562)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |  | Total   | 23,225   | 22,084  | (1,141)  | (6,733)                      | 0  | 15,351   | 9,407                            | (5,944)  |               |        |            |         |             |                                  |     |     |              |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial                                 | G-12<br>Adjust<br>(\$1,000s) | Supplmt                           | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended                                    | Delivery Year | CCA<br>Date | Construction Output <sup>4</sup> |         |            |       |          |                  |              |
|-----|-----------------------------------|--|---------|--|---|---|------------------------------|-----------------------------------|--|----------------------------------|---|---------------|-------------|----------------------------------|---------|------------|-------|----------|------------------|--------------|
|     |                                   |  |         |  |   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) |                              | Allocated<br>Amount<br>(\$1,000s) |  |                                  | Current<br>Approved<br>Budget<br>(\$1,000s) |               |             | Original                         | Actual  | Difference | Trend | Original | RTL              | CCA          |
| 46  | 05<br>1E010<br>SB<br>101          | Gaviota Rest Area Water Systems Upgrade<br><br>Near Gaviota, at the Gaviota Safety<br>Roadside Rest Area (SRRA). Upgrade<br>wastewater system.<br><br>20.XX.201.235  | PAED    | 200  | 0   | (200)                                   | 9                            | 0                                 | 249  | 249                              | (1)   | 16/17         | 19/20       | (3)                              | Delayed | 12/27/2023 | 2     | 2        | 2                | Location(s)  |
|     |                                   |  | PSE     | 940  | 1,684   | 744                                     | 368                          | 0                                 | 2,052  | 2,052                            | (1)   |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Sup  | 10   | 10  | 0                                       | 50                           | 0                                 | 60   | 42                               | (18)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Sup | 1,000  | 1,300   | 300                                     | 0                            | 610                               | 1,910  | 1,695                            | (215)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Cap  | 5  | 0   | (5)                                     | 0                            | 0                                 | 70   | 56                               | (14)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Cap | <u>2,800</u>   | <u>3,853</u>  | <u>1,053</u>                            | <u>(128)</u>                 | <u>1,915</u>                      | <u>5,641</u>   | <u>5,557</u>                     | <u>(84)</u>                                 |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Total   | 4,955  | 6,847   | 1,892                                   | 300                          | 2,525                             | 9,982  | 9,650                            | (332)                                       |               |             |                                  |         |            |       |          |                  |              |
| 47  | 05<br>1F500<br>SB<br>101          | 101/135 Bridge Replacement<br><br>In Los Alamos, from 0.3 mile south to 0.3<br>mile north of Route 101/135 Separation No.<br>51-0073L/R; also on Route 135 (PM 0.1 ).<br>Replace bridges.<br>20.XX.201.110             | PAED    | 650  | 915   | 265                                     | 0                            | 0                                 | 915  | 752                              | (163)                                       | 19/20         | 19/20       | 0                                | On Time | 11/08/2023 | 2     | 2        | 2                | Bridge(s)    |
|     |                                   |  | PSE     | 1,800  | 1,800   | 0                                       | 380                          | 180                               | 2,360  | 2,302                            | (58)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Sup  | 250  | 250   | 0                                       | 0                            | 0                                 | 250  | 220                              | (30)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Sup | 2,100  | 3,500   | 1,400                                   | 200                          | 0                                 | 3,700  | 3,625                            | (75)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Cap  | 100  | 0   | (100)                                   | 0                            | 0                                 | 30   | 24                               | (6)   |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Cap | <u>5,700</u>   | <u>16,114</u>   | <u>10,414</u>                           | <u>(3,413)</u>               | <u>0</u>                          | <u>12,701</u>  | <u>11,170</u>                    | <u>(1,531)</u>                              |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Total   | 10,600   | 22,579  | 11,979                                  | (2,833)                      | 180                               | 19,956   | 18,093                           | (1,864)                                     |               |             |                                  |         |            |       |          |                  |              |
| 48  | 05<br>1F620<br>SCR<br>152         | Corralitos Creek ADA<br><br>Near Watsonville, from 0.1 mile east of<br>Beverly Drive to Holohan Road/College<br>Road. Construct accessible pathway,<br>concrete barrier, retaining wall, curb, gutter<br>20.XX.201.361 | PAED    | 1,621  | 1,621   | 0                                       | 0                            | 0                                 | 1,621  | 1,388                            | (233)                                       | 21/22         | 21/22       | 0                                | On Time | 12/27/2023 | 5     | 2        | 2                | Curb ramp(s) |
|     |                                   |  | PSE     | 2,430  | 1,768   | (662)                                   | 0                            | 0                                 | 1,768  | 1,727                            | (41)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Sup  | 376  | 319   | (57)                                    | 0                            | 0                                 | 319  | 111                              | (208)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Sup | 1,776  | 1,588   | (188)                                   | 0                            | 0                                 | 1,588  | 792                              | (796)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Cap  | 247  | 0   | (247)                                   | 0                            | 0                                 | 397  | 20                               | (377)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Cap | <u>3,205</u>   | <u>1,672</u>  | <u>(1,533)</u>                          | <u>(150)</u>                 | <u>0</u>                          | <u>1,522</u>   | <u>1,301</u>                     | <u>(221)</u>                                |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Total   | 9,655  | 6,968   | (2,687)                                 | (150)                        | 0                                 | 7,215  | 5,338                            | (1,877)                                     |               |             |                                  |         |            |       |          |                  |              |
| 49  | 05<br>1H000<br>MON<br>068         | Pacific Grove CAPM<br><br>In and near Pacific Grove and Monterey,<br>from Forest Avenue to Route 1. Upgrade<br>Americans with Disabilities Act (ADA) curb<br>ramps, cold plane pavement and place<br>20.XX.201.121     | PAED    | 482  | 482   | 0                                       | 0                            | 0                                 | 482  | 338                              | (144)                                       | 20/21         | 20/21       | 0                                | On Time | 10/03/2023 | 6.5   | 7.2      | 7.1 <sup>6</sup> | Lane mile(s) |
|     |                                   |  | PSE     | 1,638  | 1,638   | 0                                       | 0                            | 0                                 | 1,638  | 905                              | (733)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Sup  | 312  | 312   | 0                                       | 0                            | 0                                 | 312  | 149                              | (163)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Sup | 1,675  | 1,710   | 35                                      | 0                            | 0                                 | 1,710  | 1,065                            | (645)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Cap  | 70   | 0   | (70)                                    | 0                            | 0                                 | 103  | 20                               | (83)  |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Cap | <u>7,996</u>   | <u>6,343</u>  | <u>(1,653)</u>                          | <u>41</u>                    | <u>0</u>                          | <u>6,384</u>   | <u>5,861</u>                     | <u>(523)</u>                                |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Total   | 12,173   | 10,485  | (1,688)                                 | 41                           | 0                                 | 10,629   | 8,338                            | (2,290)                                     |               |             |                                  |         |            |       |          |                  |              |
| 50  | 05<br>1H010<br>SB<br>001          | Lompoc CAPM<br><br>In Lompoc, at combined segment of Route<br>246 and Route 1, on Route 246, from 0.3<br>mile west of V Street to H Street (PM<br>8.393/9.55); also on Route 1, from H Street<br>20.XX.201.121         | PAED    | 0  | 0   | 0                                       | 0                            | 0                                 | 0  | 0                                | 0   | 21/22         | 21/22       | 0                                | On Time | 12/15/2023 | 9     | 9.9      | 9.9              | Lane mile(s) |
|     |                                   |  | PSE     | 3,630  | 3,630   | 0                                       | 0                            | 0                                 | 3,630  | 3,065                            | (565)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Sup  | 2,460  | 2,460   | 0                                       | 0                            | 0                                 | 2,460  | 430                              | (2,030)                                     |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Sup | 1,750  | 2,047   | 297                                     | 0                            | 0                                 | 2,047  | 1,429                            | (618)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | RW Cap  | 350  | 0   | (350)                                   | 0                            | 0                                 | 563  | 279                              | (284)                                       |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Con Cap | <u>6,900</u>   | <u>8,673</u>  | <u>1,773</u>                            | <u>605</u>                   | <u>0</u>                          | <u>9,278</u>   | <u>8,019</u>                     | <u>(1,259)</u>                              |               |             |                                  |         |            |       |          |                  |              |
|     |                                   |  | Total   | 15,090   | 16,810  | 1,720                                   | 605                          | 0                                 | 17,978   | 13,222                           | (4,756)                                     |               |             |                                  |         |            |       |          |                  |              |

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3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
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Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |      |      |              |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|------|------|--------------|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL  | CCA  | Primary Unit |
| 51  | 05<br>1H020<br>MON<br>101         | Camp Roberts SRRA Infrastructure Upgrade<br><br>Near Bradley, at Camp Roberts Safety<br>Roadside Rest Area (SRRA). Upgrade<br>northbound and southbound SRRA facilities.<br><br>20.XX.201.235  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 19/20         | 19/20  | 0          | On Time | 12/27/2023  | 4                                | 2    | 2    | Location(s)  |
|     |                                   |  | PSE     | 1,763  | 1,763   | 0  | 0                            | 0  | 1,763  | 1,425                            | (338)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Sup  | 29   | 29  | 0  | 0                            | 0  | 29   | 29                               | 0  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Sup | 1,240  | 1,739   | 499  | 350                          | 0  | 2,089  | 1,950                            | (139)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Cap  | 6  | 0   | (6)  | 0                            | 0  | 6  | 5                                | (1)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Cap | 4,873  | 6,275   | 1,402  | (1,615)                      | 0  | 4,660  | 4,388                            | (273)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Total   | 7,911  | 9,806   | 1,895  | (1,265)                      | 0  | 8,547  | 7,797                            | (750)  |               |        |            |         |             |                                  |      |      |              |
| 52  | 05<br>1H460<br>MON<br>001         | Garrapata Creek Bridge Rehab<br><br>Near Carmel-By-The Sea, at Garrapata<br>Creek No. 44-0018. Rehabilitate bridge to<br>extend the service life and mitigate corrosion<br>by applying Electrochemical Chloride<br>20.XX.201.110       | PAED    | 700  | 700   | 0  | 0                            | 0  | 700  | 454                              | (246)  | 20/21         | 20/21  | 0          | On Time | 11/15/2023  | 1                                | 1    | 1    | Bridge(s)    |
|     |                                   |  | PSE     | 1,500  | 1,500   | 0  | 0                            | 0  | 1,500  | 1,207                            | (293)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Sup  | 90   | 90  | 0  | 0                            | 0  | 90   | 43                               | (47)   |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Sup | 2,100  | 2,207   | 107  | 0                            | 0  | 2,207  | 2,002                            | (205)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Cap  | 115  | 0   | (115)  | 0                            | 0  | 115  | 56                               | (59)   |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Cap | 7,400  | 8,945   | 1,545  | (1,614)                      | 0  | 7,331  | 6,621                            | (710)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Total   | 11,905   | 13,442  | 1,537  | (1,614)                      | 0  | 11,943   | 10,382                           | (1,561)  |               |        |            |         |             |                                  |      |      |              |
| 53  | 05<br>1H480<br>SCR<br>001         | Soquel Creek Scour Protection<br><br>In Capitola, at Soquel Creek Bridge No.<br>36-0013. Place Rock Slope Protection<br>(RSP) to protect bridge foundation.<br><br>20.XX.201.119   | PAED    | 1,591  | 1,591   | 0  | 0                            | 0  | 1,591  | 705                              | (886)  | 21/22         | 21/22  | 0          | On Time | 12/29/2023  | 1                                | 1    | 1    | Bridge(s)    |
|     |                                   |  | PSE     | 1,370  | 1,370   | 0  | 0                            | 0  | 1,370  | 729                              | (641)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Sup  | 196  | 196   | 0  | 0                            | 0  | 196  | 10                               | (186)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Sup | 1,772  | 1,341   | (431)  | 0                            | 0  | 1,341  | 534                              | (807)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Cap  | 546  | 0   | (546)  | 0                            | 0  | 346  | 74                               | (272)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Cap | 2,228  | 1,354   | (874)  | 12                           | 0  | 1,366  | 1,145                            | (221)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Total   | 7,703  | 5,852   | (1,851)  | 12                           | 0  | 6,210  | 3,197                            | (3,013)  |               |        |            |         |             |                                  |      |      |              |
| 54  | 05<br>1F75U<br>MON<br>101         | King City Combined Projects<br><br>In Monterey County, in and near King City<br>from 0.2 miles South of Wild Horse Road<br>(PM R36.9) to Teague Avenue (PM47.7).<br>Pavement Rehabilitation, Seismic Retrofit<br>20.XX.201.113         | PAED    | 2,203  | 0   | (2,203)  | 0                            | 0  | 0  | 0                                | 0  | 17/18         | 17/18  | 0          | On Time | 12/19/2023  | 17.2                             | 17.2 | 20.3 | Lane mile(s) |
|     |                                   |  | PSE     | 8,672  | 0   | (8,672)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Sup  | 201  | 0   | (201)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Sup | 16,851   | 0   | (16,851)   | 450                          | 0  | 17,301   | 16,856                           | (445)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Cap  | 1,027  | 0   | (1,027)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Cap | 92,620   | 0   | (92,620)   | (1,137)                      | 0  | 88,898   | 79,456                           | (9,442)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Total   | 121,574  | 0   | (121,574)  | (687)                        | 0  | 106,199  | 96,312                           | (9,887)  |               |        |            |         |             |                                  |      |      |              |
| 55  | 05<br>1M450<br>SCR<br>236         | Heartwood Hill Embankment Restoration<br><br>Near Boulder Creek, at 0.6 mile south of<br>Lodge Road. Construct retaining wall to<br>stabilize slope, widen shoulder, repair<br>pavement, improve drainage systems and<br>20.XX.201.131 | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/06/2023  | 1                                | 1    | 1    | Location(s)  |
|     |                                   |  | PSE     | 1,450  | 1,450   | 0  | 0                            | 0  | 1,450  | 1,093                            | (357)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Sup  | 45   | 45  | 0  | 0                            | 0  | 45   | 3                                | (42)   |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Sup | 831  | 831   | 0  | 0                            | 0  | 831  | 496                              | (335)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | RW Cap  | 8  | 0   | (8)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Con Cap | 2,521  | 2,184   | (337)  | (534)                        | 0  | 1,650  | 1,547                            | (102)  |               |        |            |         |             |                                  |      |      |              |
|     |                                   |  | Total   | 4,855  | 4,510   | (345)  | (534)                        | 0  | 3,976  | 3,139                            | (837)  |               |        |            |         |             |                                  |      |      |              |

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State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |     |              |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|-----|--------------|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA | Primary Unit |
| 56  | 05<br>1Q070<br>SLO<br>VAR         | SLO-Var Sinkhole and Erosion Repairs<br><br>Near Edna, at 0.1 mile north of Corbett Canyon Road; also on Route 46 near Harmony at 0.1 mile west and 2.1 mile east of South Green Valley Road (PM 3.3, 5.5). 20.XX.201.130           | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/18/2023  | 3                                | 3   | 3   | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 160  | 160   | 0  | 0                            | 0  | 160  | 124                              | (36)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 10   | 3                                | (7)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>650</u>   | <u>650</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>650</u>   | <u>435</u>                       | <u>(215)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 820  | 810   | (10)   | 0                            | 0  | 820  | 562                              | (258)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 57  | 05<br>1Q750<br>SB<br>101          | Montecito Flooding and Clearing<br><br>Near the city of Santa Barbara, from South Padaro Lane Undercrossing to East Olive Mill Road Overcrossing. Clear rocks, sediment, and debris from creek beds at 20.XX.201.130                | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/12/2023  | 5                                | 5   | 5   | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 180  | 180   | 0  | 0                            | 0  | 180  | 67                               | (113)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 10   | 3                                | (7)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>750</u>   | <u>750</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>750</u>   | <u>418</u>                       | <u>(332)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 940  | 930   | (10)   | 0                            | 0  | 940  | 488                              | (452)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 58  | 05<br>1Q900<br>MON<br>101         | Mon, SBt 101 Failed Drainage Repairs<br><br>Near Salinas, at 0.4 mile north of Echo Valley Road; also in San Benito County near San Juan Batista on Route 156 at Route 101 (PM 0.0). Repair storm damaged facilities, 20.XX.201.130 | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 10/04/2023  | 2                                | 2   | 2   | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 280  | 280   | 0  | 0                            | 30   | 310  | 206                              | (104)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>950</u>   | <u>950</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>1,050</u>   | <u>851</u>                       | <u>(199)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 1,230  | 1,230   | 0  | 0                            | 30   | 1,360  | 1,057                            | (303)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 59  | 05<br>1Q950<br>SCR<br>129         | 129/152 Storm Damage<br><br>In Santa Cruz County, on Routes 129 and 152 at various locations. Clear slide debris and clear culverts.<br><br>20.XX.201.130   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/20/2023  | 34                               | 34  | 34  | Location(s)  |
|     |                                   |   | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 850  | 850   | 0  | 0                            | 0  | 850  | 544                              | (306)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>2,900</u>   | <u>2,900</u>  | <u>0</u>   | <u>0</u>                     | <u>0</u>                                     | <u>2,900</u>   | <u>2,548</u>                     | <u>(352)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 3,760  | 3,750   | (10)   | 0                            | 0  | 3,750  | 3,092                            | (658)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |
| 60  | 06<br>1E190<br>FRE<br>041         | FRESNO 41 & 168, BRIDGE DECK REHAB<br><br>In and near the city of Fresno, at Jensen Avenue Overcrossing No. 42-0268; also on Route 168 at Gettysburg Avenue Undercrossing No. 42-0341R, and in Tulare 20.XX.201.119                 | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 21/22         | 21/22  | 0          | On Time | 12/19/2023  | 3                                | 3   | 3   | Bridge(s)    |
|     |                                   |   | PSE     | 150  | 150   | 0  | 0                            | 0  | 150  | 113                              | (37)   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Sup | 200  | 200   | 0  | 0                            | 0  | 200  | 228                              | 28   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Con Cap | <u>2,140</u>   | <u>1,380</u>  | <u>(760)</u>   | <u>(25)</u>                  | <u>0</u>                                     | <u>1,355</u>   | <u>1,129</u>                     | <u>(226)</u>   |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   | Total   | 2,490  | 1,730   | (760)  | (25)                         | 0  | 1,705  | 1,469                            | (236)  |               |        |            |         |             |                                  |     |     |              |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |     |              |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |      |      |   |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|------|------|---|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL  | CCA  | Primary Unit  |
| 61  | 07<br>30440<br>LA<br>710          | 710 Source Control in Monterey Park<br><br>In the community of East Los Angeles, from Route 5 to 0.3 mile north of Floral Drive; also on Route 60 (PM R2.9/R3.8), from Marina Avenue Pedestrian Overcrossing to Mednick 20.XX.201.335 | PAED    | 54   | 423   | 369  | 205                          | 0  | 423  | 149                              | (274)  | 18/19         | 18/19  | 0          | On Time | 10/12/2023  | 46.4                             | 33.7 | 35.9 | Acre(s)<br>treated/pollutant                              |
|     |                                   |   | PSE     | 600  | 1,100   | 500  | 0                            | 0  | 1,100  | 853                              | (247)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 6  | 63  | 57   | 0                            | 0  | 63   | 22                               | (41)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 640  | 1,195   | 555  | 0                            | 0  | 1,195  | 1,161                            | (34)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 30   | 0   | (30)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | 3,425  | 3,688   | 263  | 139                          | 0  | 3,827  | 3,590                            | (237)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 4,755  | 6,469   | 1,714  | 345                          | 0  | 6,608  | 5,775                            | (833)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |      |      |   |
| 62  | 07<br>31910<br>LA<br>091          | Bridge Rehabilitation<br><br>In Long Beach, at the northbound Route 710 to eastbound Route 91 connector, below Artesia Boulevard Overcrossing No. 53-0820 and E91-N710 Connector Overcrossing No. 20.XX.201.322                       | PAED    | 910  | 910   | 0  | 0                            | 0  | 910  | 483                              | (427)  | 20/21         | 20/21  | 0          | On Time | 12/12/2023  | 1                                | 2    | 2    | Bridge(s)   |
|     |                                   |   | PSE     | 2,468  | 2,468   | 0  | 0                            | 0  | 2,468  | 1,221                            | (1,247)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 43   | 43  | 0  | 0                            | 0  | 43   | 12                               | (31)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 2,073  | 1,308   | (765)  | 0                            | 0  | 1,308  | 1,189                            | (119)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 40   | 0   | (40)   | 0                            | 0  | 40   | 3                                | (37)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | 3,230  | 3,081   | (149)  | (89)                         | 0  | 2,993  | 2,934                            | (58)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 8,764  | 7,810   | (954)  | (89)                         | 0  | 7,762  | 5,842                            | (1,920)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |      |      |   |
| 63  | 07<br>32000<br>LA<br>014          | LA 14 Roadside Safety Improvements<br><br>In and near Santa Clarita, from Canyon Park Boulevard to Spring Canyon Road Undercrossing. Place minor concrete beyond gore, slope pave beneath 20.XX.201.235                               | PAED    | 459  | 459   | 0  | 0                            | 0  | 459  | 440                              | (19)   | 20/21         | 20/21  | 0          | On Time | 10/13/2023  | 72                               | 55   | 0.93 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 1,047  | 1,047   | 0  | 0                            | 0  | 1,047  | 1,009                            | (38)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 55   | 55  | 0  | 0                            | 0  | 55   | 31                               | (24)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 954  | 1,126   | 172  | 170                          | 0  | 1,296  | 1,179                            | (117)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 19   | 0   | (19)   | 0                            | 0  | 47   | 0                                | (47)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | 3,063  | 3,361   | 298  | 413                          | 0  | 3,774  | 3,605                            | (169)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 5,597  | 6,048   | 451  | 583                          | 0  | 6,678  | 6,264                            | (414)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |      |      |   |
| 64  | 07<br>32520<br>LA<br>210          | 210 SGR Hinge and Diaphragm Repairs<br><br>In Irwindale, on the San Gabriel River Bridge No. 53-1867. Reconstruct hinge diaphragms at hinge 4 and hinge 6, upgrade bridge railing and reinstall electroliers. 20.XX.201.110           | PAED    | 1,061  | 1,061   | 0  | 250                          | 0  | 1,311  | 1,113                            | (198)  | 20/21         | 20/21  | 0          | On Time | 11/01/2023  | 1                                | 1    | 1    | Bridge(s)   |
|     |                                   |   | PSE     | 3,665  | 3,665   | 0  | 0                            | 0  | 3,665  | 3,544                            | (121)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 444  | 444   | 0  | 0                            | 0  | 444  | 226                              | (218)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 4,244  | 4,554   | 310  | 0                            | 0  | 4,554  | 4,554                            | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 596  | 0   | (596)  | 0                            | 0  | 862  | 861                              | (1)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | 18,697   | 19,876  | 1,179  | (552)                        | 0  | 19,324   | 17,990                           | (1,334)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 28,707   | 29,600  | 893  | (302)                        | 0  | 30,160   | 28,289                           | (1,871)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |      |      |   |
| 65  | 07<br>33920<br>VEN<br>118         | ADA curb ramps upgrade<br><br>In and near Ventura and Oxnard, from 0.2 mile east of Route 126 to Route 34. Reconstruct curb ramps to Americans with Disabilities Act (ADA) standards and install 20.XX.201.361                        | PAED    | 1,000  | 1,000   | 0  | 0                            | 0  | 1,000  | 901                              | (99)   | 21/22         | 21/22  | 0          | On Time | 11/17/2023  | 93                               | 23   | 26   | Curb ramp(s)  |
|     |                                   |   | PSE     | 2,000  | 587   | (1,413)  | 120                          | 0  | 707  | 696                              | (11)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 1,624  | 28  | (1,596)  | 0                            | 0  | 28   | 27                               | (1)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 1,500  | 560   | (940)  | 0                            | 0  | 560  | 515                              | (45)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 2,941  | 0   | (2,941)  | 0                            | 0  | 2  | 2                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | 3,944  | 927   | (3,017)  | 9                            | 0  | 936  | 771                              | (165)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 13,009   | 3,102   | (9,907)  | 129                          | 0  | 3,233  | 2,911                            | (321)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |      |      |   |

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Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |                   |                                       |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|-------------------|---------------------------------------|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA               | Primary Unit                          |
| 66  | 07<br>2XH00<br>LA<br>002          | Landslide  | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 22/23         | 22/23  | 0          | On Time | 12/26/2023  | 3                                | 3   | 3                 | Location(s)                           |
|     |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   | In and near Pasadena, from 0.1 mile east of North Slide Canyon Viaduct to 1.2 miles west of Angeles Forest Highway. Remove debris, perform rock scaling, repair rock net system, 20.XX.201.130 | RW Sup  | 50   | 0   | (50)   | 0                            | 0  | 50   | 0                                | (50)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Sup | 245  | 245   | 0  | 0                            | 0  | 245  | 192                              | (53)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | RW Cap  | 50   | 0   | (50)   | 0                            | 0  | 50   | 0                                | (50)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Cap | 610  | 610   | 0  | 0                            | 0  | 610  | 327                              | (283)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Total   | 955  | 855   | (100)  | 0                            | 0  | 955  | 519                              | (436)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |                   |                                       |
| 67  | 09<br>37870<br>MNO<br>395         | CEMETERY PAVEMENT  | PAED    | 420  | 420   | 0  | 0                            | 0  | 420  | 156                              | (264)  | 22/23         | 22/23  | 0          | On Time | 11/27/2023  | 9.4                              | 9.4 | 9.4               | Lane mile(s)                          |
|     |                                   |  | PSE     | 581  | 581   | 0  | 0                            | 0  | 581  | 313                              | (268)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   | Near Mono City, from south of Cemetery Road to Route 167 (east). Rehabilitate pavement by grinding and placing new Hot Mix Asphalt (HMA), remove and replace 20.XX.201.121                     | RW Sup  | 22   | 22  | 0  | 0                            | 0  | 22   | 11                               | (11)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Sup | 835  | 835   | 0  | 0                            | 0  | 835  | 812                              | (23)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Cap | 8,337  | 7,690   | (647)  | (277)                        | 0  | 7,414  | 6,580                            | (834)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Total   | 10,195   | 9,548   | (647)  | (277)                        | 0  | 9,272  | 7,871                            | (1,400)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |                   |                                       |
| 68  | 10<br>0S740<br>SJ<br>088          | SJ/ALP 88 DRAINAGE SYSTEM  | PAED    | 795  | 795   | 0  | 645                          | 0  | 795  | 685                              | (110)  | 19/20         | 20/21  | (1)        | Delayed | 12/12/2023  | 30                               | 32  | 38                | Culvert(s)                            |
|     |                                   |  | PSE     | 900  | 900   | 0  | 290                          | 0  | 1,190  | 1,103                            | (87)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   | Near Lockeford, from 0.1 mile north of East Jack Tone Road to 0.1 mile south of north Tully Road intersection; also near Kirkwood, in Alpine County (PM 0.2/2.5). Replace 20.XX.201.151        | RW Sup  | 290  | 290   | 0  | 57                           | 0  | 347  | 275                              | (72)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Sup | 875  | 1,036   | 161  | 0                            | 0  | 1,036  | 954                              | (82)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | RW Cap  | 335  | 0   | (335)  | 0                            | 0  | 1,306  | 210                              | (1,096)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Cap | 3,160  | 3,782   | 622  | 578                          | 0  | 4,360  | 4,152                            | (208)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Total   | 6,355  | 6,803   | 448  | 1,570                        | 0  | 9,034  | 7,379                            | (1,655)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |                   |                                       |
| 69  | 10<br>0T680<br>MER<br>152         | STAA Truck Turning Radius Improvement  | PAED    | 495  | 495   | 0  | 0                            | 0  | 495  | 376                              | (119)  | 21/22         | 21/22  | 0          | On Time | 12/15/2023  | 48                               | 48  | 47.5 <sup>6</sup> | Daily vehicle hour(s) of delay (DVHD) |
|     |                                   |  | PSE     | 850  | 920   | 70   | 0                            | 0  | 920  | 824                              | (96)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   | Near Los Banos, at Route 33 Interchange; also on Route 5 (PM 6.3) at Route 165 Interchange. Improve the truck turn radius. 20.XX.201.310   | RW Sup  | 64   | 64  | 0  | 0                            | 0  | 64   | 31                               | (33)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Sup | 630  | 630   | 0  | 263                          | 0  | 893  | 713                              | (180)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | RW Cap  | 274  | 0   | (274)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Cap | 2,216  | 2,590   | 374  | 453                          | 0  | 3,043  | 2,696                            | (347)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Total   | 4,529  | 4,699   | 170  | 716                          | 0  | 5,415  | 4,639                            | (776)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |                   |                                       |
| 70  | 10<br>1G510<br>SJ<br>012          | SJ 12 ADA  | PAED    | 286  | 335   | 49   | 180                          | 0  | 515  | 424                              | (91)   | 21/22         | 21/22  | 0          | On Time | 10/10/2023  | 18                               | 10  | 10                | Curb ramp(s)                          |
|     |                                   |  | PSE     | 770  | 900   | 130  | 250                          | 0  | 1,150  | 916                              | (234)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   | In Lodi, from Stockton Street to Route 99. Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) standards. 20.XX.201.361                             | RW Sup  | 915  | 800   | (115)  | 0                            | 0  | 800  | 421                              | (379)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Sup | 560  | 733   | 173  | 0                            | 0  | 733  | 666                              | (67)   |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | RW Cap  | 479  | 0   | (479)  | 0                            | 0  | 1,595  | 140                              | (1,455)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Con Cap | 850  | 2,846   | 1,996  | (94)                         | 0  | 2,752  | 2,416                            | (336)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  | Total   | 3,860  | 5,614   | 1,754  | 336                          | 0  | 7,545  | 4,984                            | (2,561)  |               |        |            |         |             |                                  |     |                   |                                       |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |                   |                                       |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.



Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |     |      |   |
|-----|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|-----|------|---|
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL | CCA  | Primary Unit  |
| 71  | 10<br>1C400<br>TUO<br>108         | SR 108 and SR 49 Metal Beam Guard rail Upgrade<br>At various locations, from Sonora to Dardanelle; also on Route 49 in Sonora (PM 17.6), on Route 120 near Chinese Camp (PM R6.0 to 11.3) and in Stanislaus County 20.XX.201.015   | PAED    | 634  | 634   | 0  | 100                          | 0  | 734  | 573                              | (161)  | 21/22         | 21/22  | 0          | On Time | 12/18/2023  | 31                               | 3   | 0.15 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |  | PSE     | 972  | 1,370   | 398  | 0                            | 0  | 1,370  | 970                              | (400)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 11   | 11  | 0  | 0                            | 0  | 11   | 5                                | (6)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 554  | 996   | 442  | 0                            | 0  | 996  | 970                              | (26)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 173  | 0   | (173)  | 0                            | 0  | 194  | 74                               | (120)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 3,087  | 5,362   | 2,275  | 686                          | 0  | 6,048  | 5,414                            | (634)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 5,431  | 8,373   | 2,942  | 786                          | 0  | 9,353  | 8,006                            | (1,348)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 72  | 10<br>1G990<br>SJ<br>120          | D 10 TMS REPAIR<br>In San Joaquin, Amador, Calaveras, Merced, Mariposa, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 26, 33, 49, 59, 99, 104, 108, 120, 132, 140, 152 and 205 at 20.XX.201.315                               | PAED    | 632  | 632   | 0  | 0                            | 0  | 632  | 430                              | (202)  | 20/21         | 20/21  | 0          | On Time | 12/04/2023  | 59                               | 20  | 18   | Field element(s)  |
|     |                                   |  | PSE     | 1,191  | 1,191   | 0  | 0                            | 0  | 1,191  | 794                              | (397)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 107  | 0   | (107)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 1,243  | 951   | (292)  | 0                            | 0  | 951  | 875                              | (76)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 33   | 0   | (33)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 2,065  | 3,006   | 941  | (107)                        | 0  | 2,899  | 2,488                            | (411)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 5,271  | 5,780   | 509  | (107)                        | 0  | 5,673  | 4,587                            | (1,086)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 73  | 10<br>1H530<br>SJ<br>099          | SR 99 ROADSIDE SAFETY IMPROVEMENTS<br>In and near Manteca, Ripon and Salida, from south of Hammett Road to north of Yosemite Avenue at various locations. Pave areas behind the gore, construct Maintenance 20.XX.201.235          | PAED    | 444  | 444   | 0  | 0                            | 0  | 444  | 265                              | (179)  | 22/23         | 22/23  | 0          | On Time | 12/29/2023  | 41                               | 13  | 0.26 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |  | PSE     | 826  | 826   | 0  | 0                            | 0  | 826  | 801                              | (25)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 10   | 10  | 0  | 0                            | 0  | 10   | 0                                | (10)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 715  | 774   | 59   | 0                            | 0  | 774  | 658                              | (116)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 55   | 0   | (55)   | 0                            | 0  | 55   | 4                                | (51)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 2,289  | 2,722   | 433  | 241                          | 0  | 2,963  | 2,256                            | (707)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 4,339  | 4,776   | 437  | 241                          | 0  | 5,072  | 3,983                            | (1,088)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 74  | 11<br>41220<br>SD<br>094          | 11-SD-94-PM:4.4/7.3 - ROADSIDE WORKER SAFETY<br>In the cities of San Diego and Lemon Grove, at various locations from 0.2 mile west of 47th Street to 0.5 mile west of College Avenue. Construct Maintenance Vehicle 20.XX.201.235 | PAED    | 340  | 340   | 0  | 0                            | 0  | 340  | 318                              | (22)   | 20/21         | 20/21  | 0          | On Time | 12/01/2023  | 38                               | 26  | 26   | Location(s)   |
|     |                                   |  | PSE     | 901  | 901   | 0  | 0                            | 0  | 901  | 899                              | (2)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 10   | 0   | (10)   | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 858  | 858   | 0  | 285                          | 0  | 1,143  | 1,118                            | (25)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 10   | 0   | (10)   | 0                            | 0  | 10   | 8                                | (2)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 2,973  | 2,931   | (42)   | (392)                        | 0  | 2,539  | 2,217                            | (323)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 5,092  | 5,030   | (62)   | (107)                        | 0  | 4,933  | 4,560                            | (373)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |
| 75  | 11<br>41750<br>SD<br>005          | I-5 DETENTION BASINS<br>In the city of San Diego, from 0.8 mile to 1.0 mile north of Del Mar Heights Road. Repair and enhance detention basin and regrade overflow channel and access road. 20.XX.201.335                          | PAED    | 241  | 299   | 58   | 0                            | 0  | 299  | 272                              | (27)   | 19/20         | 19/20  | 0          | On Time | 10/27/2023  | 73                               | 73  | 73   | Acre(s) treated/pollutant                                 |
|     |                                   |  | PSE     | 526  | 526   | 0  | 0                            | 0  | 526  | 509                              | (17)   |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Sup | 702  | 712   | 10   | 0                            | 0  | 712  | 591                              | (121)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Con Cap | 1,875  | 2,070   | 195  | (658)                        | 0  | 1,413  | 1,311                            | (101)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  | Total   | 3,344  | 3,607   | 263  | (658)                        | 0  | 2,950  | 2,683                            | (267)  |               |        |            |         |             |                                  |     |      |   |
|     |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |        |            |         |             |                                  |     |      |   |

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2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No. | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code  | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |        |            |         | CCA<br>Date | Construction Output <sup>4</sup> |      |      |   |
|-----|-----------------------------------|---|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|--------|------------|---------|-------------|----------------------------------|------|------|---|
|     |                                   |   |         |  |   |  |                              |  |  |                                  |  | Original      | Actual | Difference | Trend   |             | Original                         | RTL  | CCA  | Primary Unit  |
| 76  | 11<br>41810<br>SD<br>067          | CONSTRUCT CURB RAMPS<br><br>In San Diego County, on Routes 5, 15, 75 and 163 at various locations. Construct and upgrade curb ramps, driveways and sidewalks to comply with Americans with 20.XX.201.361  | PAED    | 881  | 881   | 0  | 80                           | 0  | 961  | 954                              | (7)  | 19/20         | 19/20  | 0          | On Time | 10/06/2023  | 108                              | 66   | 66   | Curb ramp(s)  |
|     |                                   |   | PSE     | 2,425  | 2,668   | 243  | 0                            | 0  | 2,668  | 2,533                            | (135)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 101  | 117   | 16   | 0                            | 0  | 117  | 80                               | (37)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 1,658  | 1,377   | (281)  | 274                          | 0  | 1,651  | 1,577                            | (74)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 110  | 0   | (110)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | <u>2,766</u>   | <u>3,718</u>  | <u>952</u>   | <u>(479)</u>                 | <u>0</u>                                     | <u>3,239</u>   | <u>2,346</u>                     | <u>(893)</u>   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 7,941  | 8,761   | 820  | (125)                        | 0  | 8,636  | 7,490                            | (1,146)  |               |        |            |         |             |                                  |      |      |   |
| 77  | 11<br>42750<br>SD<br>VAR          | ITS TECHNOLOGY (ADVANCED TECHNOLOGY CORRIDORS AT BORDER<br><br>In San Diego County, at various locations; also on Route 905 (PM 2.5/5.4) and Route 805 (PM 0.2/14.0). Install fiber optic communication lines to improve regional 20.XX.201.315 | PAED    | 817  | 818   | 1  | 0                            | 0  | 818  | 712                              | (106)  | 20/21         | 19/20  | 1          | Early   | 11/06/2023  | 13.8                             | 13.8 | 17   | Mile(s) of cable  |
|     |                                   |   | PSE     | 4,038  | 4,038   | 0  | 200                          | 0  | 1,921  | 1,813                            | (108)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 62   | 62  | 0  | 0                            | 0  | 62   | 21                               | (41)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 5,938  | 5,938   | 0  | 0                            | 0  | 4,404  | 4,392                            | (12)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 375  | 0   | (375)  | 0                            | 0  | 375  | 7                                | (368)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | <u>27,945</u>  | <u>27,942</u>   | <u>(3)</u>   | <u>(5,277)</u>               | <u>0</u>                                     | <u>14,547</u>  | <u>14,000</u>                    | <u>(548)</u>   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 39,175   | 38,798  | (377)  | (5,077)                      | 0  | 22,127   | 20,946                           | (1,182)  |               |        |            |         |             |                                  |      |      |   |
| 78  | 12<br>0P930<br>ORA<br>005         | 12-0P930 Rte 5 Roadside Worker Safety Project<br><br>In Fullerton and Buena Park, from Magnolia Avenue to Stanton Avenue; also on Route 91, from Brookhurst Street to Stanton Avenue (PM 1.2/R2.8). Enhance highway 20.XX.201.235               | PAED    | 200  | 200   | 0  | 0                            | 0  | 200  | 186                              | (14)   | 21/22         | 21/22  | 0          | On Time | 10/25/2023  | 80                               | 80   | 0.18 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 400  | 400   | 0  | 0                            | 0  | 400  | 397                              | (3)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 400  | 400   | 0  | 0                            | 0  | 400  | 461                              | 61   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | <u>2,000</u>   | <u>2,000</u>  | <u>0</u>   | <u>107</u>                   | <u>0</u>                                     | <u>2,107</u>   | <u>1,942</u>                     | <u>(165)</u>   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 3,000  | 3,000   | 0  | 107                          | 0  | 3,107  | 2,986                            | (121)  |               |        |            |         |             |                                  |      |      |   |
| 79  | 12<br>0Q320<br>ORA<br>022         | 12-0Q320 Rte 22 Safety Lighting<br><br>In the cities of Orange and Santa Ana, from 0.2 mile east of Route 5 to 0.2 mile west of Tustin Avenue. Replace median barrier, add safety lighting and improve drainage. 20.XX.201.010                  | PAED    | 814  | 814   | 0  | 0                            | 0  | 814  | 806                              | (8)  | 21/22         | 21/22  | 0          | On Time | 10/30/2023  | 120                              | 120  | 0.33 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 1,396  | 1,396   | 0  | 0                            | 0  | 1,396  | 1,344                            | (52)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 2  | 0   | (2)  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 2,437  | 2,437   | 0  | 0                            | 0  | 2,437  | 1,601                            | (836)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | <u>6,500</u>   | <u>6,368</u>  | <u>(132)</u>   | <u>(638)</u>                 | <u>0</u>                                     | <u>5,730</u>   | <u>5,073</u>                     | <u>(657)</u>   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 11,149   | 11,015  | (134)  | (638)                        | 0  | 10,377   | 8,824                            | (1,553)  |               |        |            |         |             |                                  |      |      |   |
| 80  | 12<br>0R190<br>ORA<br>091         | 12-0R190 SR 91 Install new guide sign structures.<br><br>In Placentia and Anaheim, from west of Placentia Avenue to west of Route 57. Install new overhead sign structure and replace existing sign panels with high 20.XX.201.010              | PAED    | 260  | 260   | 0  | 0                            | 0  | 260  | 239                              | (21)   | 21/22         | 21/22  | 0          | On Time | 12/05/2023  | 45                               | 45   | 0.04 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|     |                                   |   | PSE     | 270  | 270   | 0  | 60                           | 0  | 330  | 329                              | (1)  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Sup  | 250  | 250   | 0  | 0                            | 0  | 250  | 165                              | (85)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Sup | 250  | 285   | 35   | 115                          | 0  | 400  | 363                              | (37)   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | RW Cap  | 54   | 0   | (54)   | 0                            | 0  | 22   | 22                               | 0  |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Con Cap | <u>830</u>   | <u>829</u>  | <u>(1)</u>   | <u>(69)</u>                  | <u>0</u>                                     | <u>760</u>   | <u>636</u>                       | <u>(124)</u>   |               |        |            |         |             |                                  |      |      |   |
|     |                                   |   | Total   | 1,914  | 1,894   | (20)   | 106                          | 0  | 2,022  | 1,753                            | (269)  |               |        |            |         |             |                                  |      |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

Appendix B1 - Caltrans Fiscal Year 2023-24, Quarter 4, Project Closeout  
State Highway Operation and Protection Program  
(SHOPP Only Funds Programmed, Allocated, and Expended)

| No.    | District<br>EA<br>County<br>Route | Title<br>Location and Type of Work<br>Program Code   | Phase   | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) | Delivery Year |          |        |            | CCA<br>Date | Construction Output <sup>4</sup> |          |      |   |
|--------|-----------------------------------|--|---------|--|---|--|------------------------------|--|--|----------------------------------|--|---------------|----------|--------|------------|-------------|----------------------------------|----------|------|---|
|        |                                   |  |         |  |   |  |                              |  |  |                                  |  |               | Original | Actual | Difference |             | Trend                            | Original | RTL  | CCA   |
| 81     | 12<br>0S390<br>ORA<br>005         | 12-0S390 Rte. 5 Apply HFST at NB off-ramp to Magnolia St.<br>In Fullerton, at the northbound offramp to Magnolia Avenue. Install High Friction Surface Treatment (HFST) to improve safety. This project will reduce the number and 20.XX.201.010 | PAED    | 130  | 130   | 0  | 0                            | 0  | 130  | 118                              | (12)   | 23/24         | 22/23    | 1      | Early      | 12/18/2023  | 14                               | 14       | 0.03 | Annual fatal and serious injury collision(s) <sup>5</sup> |
|        |                                   |  | PSE     | 306  | 306   | 0  | 0                            | 0  | 306  | 297                              | (9)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Sup | 281  | 281   | 0  | 0                            | 0  | 281  | 280                              | (1)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Cap | 487  | 487   | 0  | 31                           | 0  | 518  | 427                              | (91)   |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Total   | 1,204  | 1,204   | 0  | 31                           | 0  | 1,235  | 1,122                            | (113)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |          |        |            |             |                                  |          |      |   |
| 82     | 12<br>0U410<br>ORA<br>091         | 12-0U410, Rte 091/241 MSE Wall Repairs<br>In Anaheim, on the eastbound Route 91 to Route 241 Connector. Repair Mechanically Stabilized Earth (MSE) wall and construct concrete barrier. 20.XX.201.130  | PAED    | 5  | 0   | (5)  | 0                            | 0  | 5  | 5                                | 0  | 22/23         | 22/23    | 0      | On Time    | 11/28/2023  | 1                                | 1        | 1    | Location(s)   |
|        |                                   |  | PSE     | 10   | 0   | (10)   | 0                            | 0  | 10   | 7                                | (3)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Sup | 150  | 150   | 0  | 0                            | 0  | 150  | 78                               | (72)   |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Cap | 412  | 412   | 0  | 0                            | 0  | 412  | 396                              | (16)   |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Total   | 577  | 562   | (15)   | 0                            | 0  | 577  | 486                              | (91)   |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |          |        |            |             |                                  |          |      |   |
| 83     | 12<br>0U680<br>ORA<br>055         | 12-0U680, Rte 55,5,91, Fiber Optic Cable Repair ERDO<br>In Anaheim, on Routes 5, 55, and 91 at various locations. Repair vandalized communication lines and install hardened pull boxes. 20.XX.201.130   | PAED    | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  | 23/24         | 23/24    | 0      | On Time    | 11/07/2023  | 3                                | 3        | 3    | Location(s)   |
|        |                                   |  | PSE     | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Sup  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Sup | 224  | 224   | 0  | 0                            | 0  | 224  | 89                               | (135)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Cap  | 0  | 0   | 0  | 0                            | 0  | 0  | 0                                | 0  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Cap | 559  | 559   | 0  | 0                            | 0  | 559  | 373                              | (186)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Total   | 783  | 783   | 0  | 0                            | 0  | 783  | 462                              | (321)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  |         |  |   |  |                              |  |  |                                  |  |               |          |        |            |             |                                  |          |      |   |
| Totals |                                   |  | PAED    | 46,120   | 32,493  | (13,627)   | 3,629                        | 0  | 38,143   | 31,923                           | (6,220)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | PSE     | 99,845   | 70,140  | (29,705)   | 4,551                        | 180  | 72,564   | 63,513                           | (9,052)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Sup  | 15,975   | 9,822   | (6,153)  | 2,703                        | 60   | 12,830   | 7,015                            | (5,816)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Sup | 134,138  | 93,350  | (40,788)   | 8,329                        | 3,062  | 150,348  | 129,533                          | (20,815)   |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | RW Cap  | 14,523   | 0   | (14,523)   | 0                            | 0  | 11,255   | 5,794                            | (5,461)  |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Con Cap | 694,709  | 375,396   | (319,313)  | (30,887)                     | 19,915                                       | 719,978  | 656,209                          | (63,769)   |               |          |        |            |             |                                  |          |      |   |
|        |                                   |  | Total   | 1,005,310  | 581,201   | (424,109)  | (11,674)                     | 23,217                                       | 1,005,119  | 893,986                          | (111,133)  |               |          |        |            |             |                                  |          |      |   |

1. Phases with no programmed amount are shown as zero.  
2. SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.  
3. Current Approved Budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).  
4. Applies to new projects in the 2016 SHOPP or later. The Construction Output requirements were first defined and adopted in 2016. Prior to 2016, no Construction Ouput data was captured.  
5. Primary Unit has been updated.  
6. Involves accumulated rounding.

**Appendix B1- Summary Totals, Fiscal Year 2023-24**

| Phase | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) |
|-------|--|---|--|------------------------------|--|--|----------------------------------|--|
|-------|--|---|--|------------------------------|--|--|----------------------------------|--|

**Q1**

|         |                |                |              |                 |              |                |                |                 |
|---------|----------------|----------------|--------------|-----------------|--------------|----------------|----------------|-----------------|
| PAED    | 22,081         | 20,255         | (1,826)      | 2,017           | 0            | 28,320         | 24,114         | (4,205)         |
| PSE     | 39,256         | 41,093         | 1,837        | 3,938           | 0            | 47,982         | 41,828         | (6,153)         |
| RW Sup  | 6,816          | 9,347          | 2,531        | 619             | 0            | 10,167         | 6,165          | (4,001)         |
| Con Sup | 52,391         | 60,147         | 7,756        | 2,290           | 1,500        | 67,185         | 58,504         | (8,681)         |
| RW Cap  | 5,424          | 0              | (5,424)      | 0               | 0            | 10,655         | 2,746          | (7,909)         |
| Con Cap | <u>308,326</u> | <u>314,747</u> | <u>6,421</u> | <u>(68,720)</u> | <u>1,051</u> | <u>258,770</u> | <u>236,266</u> | <u>(22,504)</u> |
| Total   | 434,294        | 445,589        | 11,295       | (59,857)        | 2,551        | 423,078        | 369,625        | (53,453)        |

**Q2**

|         |                |                |                |                 |               |                |                |                 |
|---------|----------------|----------------|----------------|-----------------|---------------|----------------|----------------|-----------------|
| PAED    | 24,485         | 31,674         | 7,189          | 2,836           | 0             | 34,967         | 28,395         | (6,572)         |
| PSE     | 42,962         | 59,136         | 16,174         | 6,104           | 2,445         | 69,715         | 61,369         | (8,346)         |
| RW Sup  | 5,566          | 9,680          | 4,114          | 910             | 0             | 10,678         | 7,118          | (3,560)         |
| Con Sup | 71,895         | 87,327         | 15,432         | 3,239           | 11,630        | 102,283        | 89,849         | (12,434)        |
| RW Cap  | 9,965          | 0              | (9,965)        | 0               | 0             | 18,812         | 8,438          | (10,374)        |
| Con Cap | <u>379,980</u> | <u>504,080</u> | <u>124,100</u> | <u>(53,529)</u> | <u>20,738</u> | <u>531,613</u> | <u>480,866</u> | <u>(50,747)</u> |
| Total   | 534,853        | 691,897        | 157,044        | (40,440)        | 34,813        | 768,068        | 676,036        | (92,032)        |

| Phase | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) |
|-------|--|---|--|------------------------------|--|--|----------------------------------|--|
|-------|--|---|--|------------------------------|--|--|----------------------------------|--|

**Q3**

|         |                |                |                  |                 |            |                |                |                 |
|---------|----------------|----------------|------------------|-----------------|------------|----------------|----------------|-----------------|
| PAED    | 36,607         | 29,138         | (7,469)          | 2,256           | 0          | 32,642         | 27,597         | (5,045)         |
| PSE     | 85,672         | 76,128         | (9,544)          | 3,150           | 0          | 79,423         | 62,640         | (16,783)        |
| RW Sup  | 6,866          | 5,558          | (1,308)          | 406             | 0          | 6,199          | 3,556          | (2,644)         |
| Con Sup | 137,816        | 120,998        | (16,818)         | 6,082           | 6,736      | 152,094        | 123,880        | (28,214)        |
| RW Cap  | 10,820         | 0              | (10,820)         | 0               | 0          | 12,679         | 3,338          | (9,341)         |
| Con Cap | <u>824,454</u> | <u>580,956</u> | <u>(243,498)</u> | <u>(44,790)</u> | <u>531</u> | <u>807,163</u> | <u>731,558</u> | <u>(75,605)</u> |
| Total   | 1,102,235      | 812,778        | (289,457)        | (32,894)        | 7,267      | 1,090,201      | 952,568        | (137,632)       |

**Q4**

|         |                |                |                  |                 |               |                |                |                 |
|---------|----------------|----------------|------------------|-----------------|---------------|----------------|----------------|-----------------|
| PAED    | 46,120         | 32,493         | (13,627)         | 3,629           | 0             | 38,143         | 31,923         | (6,220)         |
| PSE     | 99,845         | 70,140         | (29,705)         | 4,551           | 180           | 72,564         | 63,513         | (9,052)         |
| RW Sup  | 15,975         | 9,822          | (6,153)          | 2,703           | 60            | 12,830         | 7,015          | (5,816)         |
| Con Sup | 134,138        | 93,350         | (40,788)         | 8,329           | 3,062         | 150,348        | 129,533        | (20,815)        |
| RW Cap  | 14,523         | 0              | (14,523)         | 0               | 0             | 11,255         | 5,794          | (5,461)         |
| Con Cap | <u>694,709</u> | <u>375,396</u> | <u>(319,313)</u> | <u>(30,887)</u> | <u>19,915</u> | <u>719,978</u> | <u>656,209</u> | <u>(63,769)</u> |
| Total   | 1,005,310      | 581,201        | (424,109)        | (11,674)        | 23,217        | 1,005,119      | 893,986        | (111,133)       |

| Phase | Initial<br>Pgmd<br>Amount<br>(\$1,000s) <sup>1</sup> | Initial<br>Allocated<br>Amount<br>(\$1,000s) <sup>2</sup> | Initial<br>Allocated<br>minus<br>Initial<br>Pgmd<br>Amount<br>(\$1,000s) | G-12<br>Adjust<br>(\$1,000s) | Supplmt<br>Allocated<br>Amount<br>(\$1,000s) | Current<br>Approved<br>Budget<br>(\$1,000s) <sup>3</sup> | Expended<br>Amount<br>(\$1,000s) | Expended<br>minus<br>Current<br>Approved<br>Budget<br>(\$1,000s) |
|-------|--|---|--|------------------------------|--|--|----------------------------------|--|
|-------|--|---|--|------------------------------|--|--|----------------------------------|--|

### Year-To-Date Totals

|         |                  |                  |                  |                  |               |                  |                  |                  |
|---------|------------------|------------------|------------------|------------------|---------------|------------------|------------------|------------------|
| PAED    | 129,293          | 113,560          | (15,733)         | 10,738           | 0             | 134,072          | 112,030          | (22,042)         |
| PSE     | 267,735          | 246,497          | (21,238)         | 17,744           | 2,625         | 269,684          | 229,350          | (40,334)         |
| RW Sup  | 35,223           | 34,407           | (816)            | 4,639            | 60            | 39,875           | 23,854           | (16,021)         |
| Con Sup | 396,240          | 361,822          | (34,418)         | 19,940           | 22,928        | 471,909          | 401,766          | (70,143)         |
| RW Cap  | 40,732           | 0                | (40,732)         | 0                | 0             | 53,402           | 20,317           | (33,085)         |
| Con Cap | <u>2,207,469</u> | <u>1,775,179</u> | <u>(432,290)</u> | <u>(197,926)</u> | <u>42,235</u> | <u>2,317,524</u> | <u>2,104,899</u> | <u>(212,625)</u> |
| Total   | 3,076,692        | 2,531,465        | (545,227)        | (144,866)        | 67,848        | 3,286,466        | 2,892,216        | (394,250)        |

<sup>1</sup> Phases with no programmed amount are shown as zero.

<sup>2</sup> SHOPP support phase allocations did not begin until June 2017. Phases not allocated are shown as zero.

<sup>3</sup> Current Approved budget may not equal Initial Allocated Amount plus G-12 Amount plus Supplemental Allocated Amount because SHOPP support phase allocations did not begin until June 2017. Includes G-11 amounts for Con Cap on Emergency Projects (20.XX.201.130).

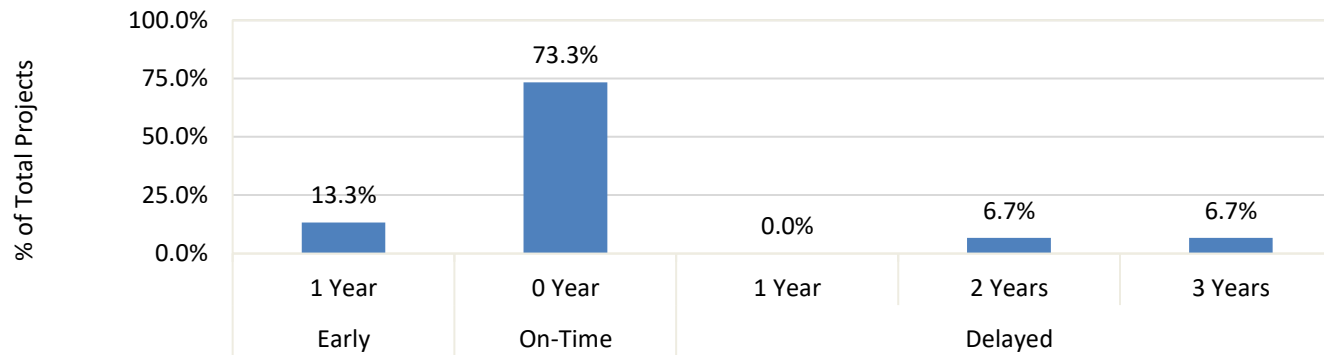
| (C) Caltrans Fiscal Year 2023-24<br>State Transportation Improvement Program <sup>1</sup><br>Project Closeout   |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
|---|-----|-----|---|---------------------------------|---------------------------------|-----------------|---------------------------------|-----------------|---------------------------------|-----------------|---------------|--------|--|---------|
| Project Description   |     |     |   | Support (\$1,000's)             |                                 |                 | Capital (\$1,000's)             |                 | Total (\$1,000's)               |                 | Delivery Year |        |  |         |
|   |     |     |   | Original<br>Budget <sup>2</sup> | Approved<br>Budget <sup>3</sup> | Actual<br>Costs | Approved<br>Budget <sup>3</sup> | Actual<br>Costs | Approved<br>Budget <sup>3</sup> | Actual<br>Costs | Original      | Actual | Years Early,<br>Delayed, or<br>On-time |         |
| 1st Quarter   |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
| 11-41040  | IMP | 008 | I-8 IMPERIAL AVENUE INTERCHANGE             | \$ 2,600                        | \$ 9,389                        | \$ 9,982        | \$ 27,479                       | \$ 26,374       | \$ 36,868                       | \$ 36,356       | 18/19         | 18/19  | 0                                      | On Time |
| 2nd Quarter   |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
| 03-3H72U  | BUT | 070 | Hwy 70 Segment 2 Combined                   | \$ 8,290                        | \$ 6,172                        | \$ 5,688        | \$ 16,852                       | \$ 15,769       | \$ 23,024                       | \$ 21,457       | 19/20         | 19/20  | 0                                      | On Time |
| 04-0A539  | SOL | 080 | SR-12W EB to I-80 EB Connector Package 2A   | \$ 17,000                       | \$ 19,015                       | \$ 20,093       | \$ 67,000                       | \$ 65,679       | \$ 86,015                       | \$ 85,772       | 19/20         | 19/20  | 0                                      | On Time |
| 05-44821  | SB  | 101 | Linden-Casitas Pass Mitigation Planting     | \$ 900                          | \$ 1,163                        | \$ 1,266        | \$ 2,841                        | \$ 2,503        | \$ 4,004                        | \$ 3,769        | 19/20         | 18/19  | 1                                      | Early   |
| 07-1218W  | LA  | 005 | I5 North & Empire                           | \$ 93,482                       | \$ 109,253                      | \$ 69,377       | \$ 318,809                      | \$ 287,322      | \$ 428,062                      | \$ 356,698      | 11/12         | 11/12  | 0                                      | On Time |
| 07-2159U  | LA  | 005 | Widen Freeway by adding one mixed flow lane | \$ 96,916                       | \$ 49,330                       | \$ 38,307       | \$ 214,992                      | \$ 197,848      | \$ 264,322                      | \$ 236,154      | 14/15         | 14/15  | 0                                      | On Time |
| 3rd Quarter   |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
| 10-0Y210  | TUO | 108 | PEACEFUL OAK RAMPS                          | \$ 2,641                        | \$ 3,735                        | \$ 3,907        | \$ 9,334                        | \$ 7,960        | \$ 13,069                       | \$ 11,867       | 17/18         | 19/20  | -2                                     | Delayed |
| 11-05637  | SD  | 011 | SR-11/SIEMPRE VIVA INTERCHANGE              | \$ 4,810                        | \$ 9,906                        | \$ 9,899        | \$ 27,189                       | \$ 17,739       | \$ 37,095                       | \$ 27,638       | 19/20         | 19/20  | 0                                      | On Time |
| 4th Quarter   |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
| 03-1J500  | PLA | 080 | Auburn Blvd Ramp Meter                      | \$ 8,290                        | \$ 325                          | \$ 291          | \$ 350                          | \$ 315          | \$ 675                          | \$ 607          | 21/22         | 21/22  | 0                                      | On Time |
| 04-2640F  | SON | 101 | MSN Segment C2                              | \$ 23,955                       | \$ 22,821                       | \$ 19,123       | \$ 100,834                      | \$ 99,896       | \$ 123,655                      | \$ 119,020      | 18/19         | 18/19  | 0                                      | On Time |
| 04-1A661  | MRN | 101 | North/South Greenway Gap Closure Project    | \$ 2,100                        | \$ 3,660                        | \$ 4,577        | \$ 11,100                       | \$ 10,842       | \$ 14,760                       | \$ 15,419       | 20/21         | 19/20  | 1                                      | Early   |
| 04-0A771  | ALA | 080 | GILMAN I/C - POC                            | \$ 6,922                        | \$ 3,463                        | \$ 3,290        | \$ 24,386                       | \$ 24,056       | \$ 27,849                       | \$ 27,346       | 19/20         | 19/20  | 0                                      | On Time |
| 05-0T070  | VAR | 101 | SB 101 Planting                             | \$ 595                          | \$ 605                          | \$ 465          | \$ 1,250                        | \$ 319          | \$ 1,855                        | \$ 784          | 13/14         | 13/14  | 0                                      | On Time |
| 06-44255  | KER | 046 | ROUTE 46 CONV/EXWY SEGMENT 4B               | \$ 11,000                       | \$ 10,741                       | \$ 10,286       | \$ 9,361                        | \$ 7,455        | \$ 20,102                       | \$ 17,742       | 17/18         | 20/21  | -3                                     | Delayed |
| 11-2T218  | SD  | 005 | I-5 CMGC: MANCHESTER TO PALOMAR AIRPORT RD  | \$ 49,995                       | \$ 44,670                       | \$ 44,585       | \$ 257,059                      | \$ 255,486      | \$ 301,729                      | \$ 300,072      | 19/20         | 19/20  | 0                                      | On Time |
| Totals  |     |     |   | \$ 329,496                      | \$ 294,248                      | \$ 241,137      | \$ 1,088,835                    | \$ 1,019,563    | \$ 1,383,083                    | \$ 1,260,700    |               |        |  |         |
| <sup>1</sup> Includes projects with one or more components funded from the State Transportation Improvement Program funds. Includes all contributor funds on all project components.  |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
| <sup>2</sup> New projects 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. |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |
| <sup>3</sup> 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.                                |     |     |   |                                 |                                 |                 |                                 |                 |                                 |                 |               |        |  |         |

**(C) Caltrans Fiscal Year 2023-24  
State Transportation Improvement Program  
Project Closeout**

**FY 2023-24 STIP Closeout Delivery Year Summary**

|                                     | Early     | On-Time      | Delayed | Delayed  | Delayed  |
|-------------------------------------|-----------|--------------|---------|----------|----------|
|                                     | 1 Year    | 0 Year       | 1 Year  | 2 Years  | 3 Years  |
| Number of Projects                  | 2         | 11           | 0       | 1        | 1        |
| Approved Capital Budget (\$1,000's) | \$ 13,941 | \$ 1,056,199 | \$ -    | \$ 9,334 | \$ 9,361 |

**Distribution of FY 2023-24 STIP Closeout Delivery Year Summary**





**(D) Caltrans Fiscal Year 2023-24, Fourth Quarter  
Capital Outlay Support G-12 Request Summary**

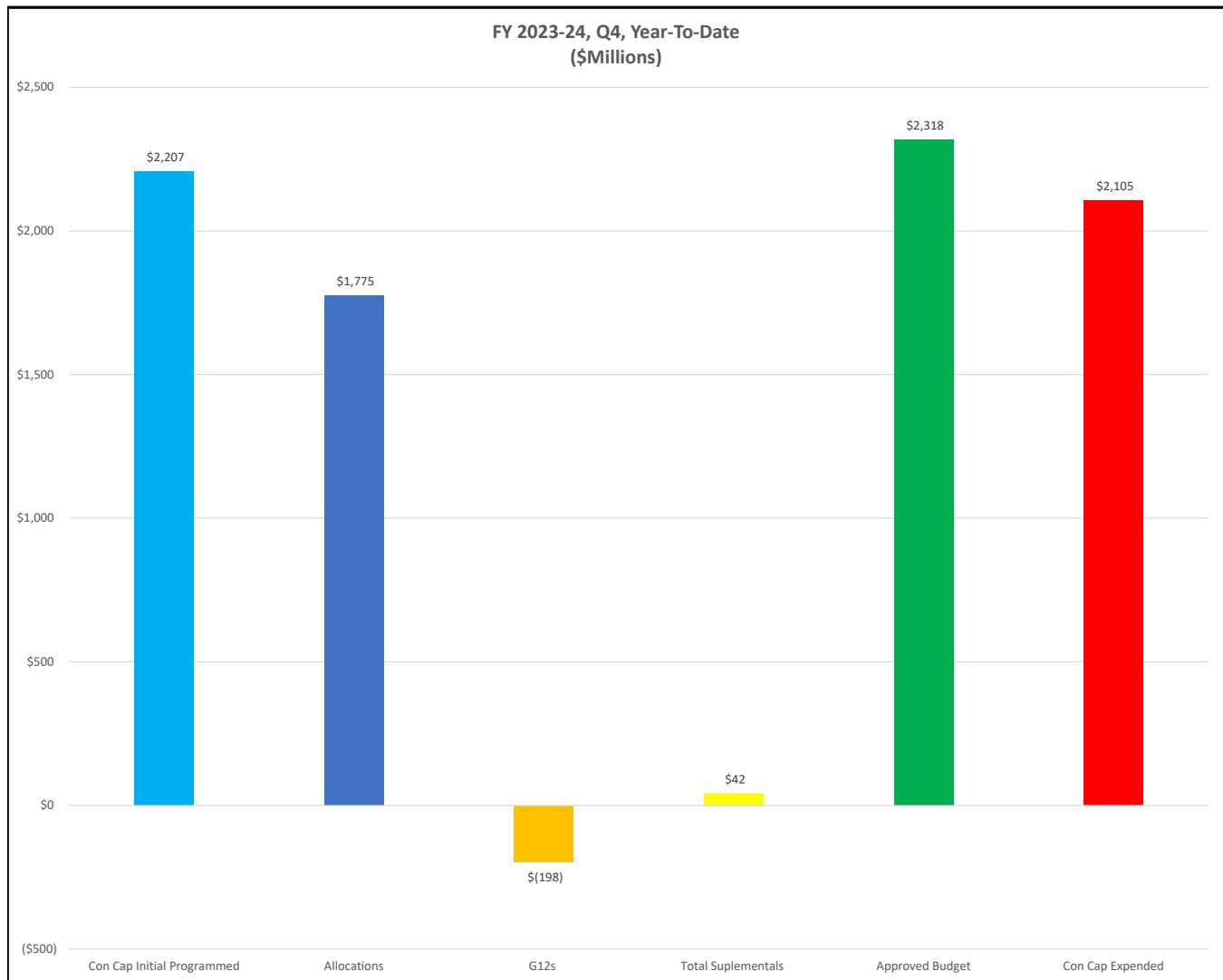
The table below summarizes G-12 funding requests for the Capital Outlay Support program through the end of Q4, FY 2023-24.

| Month                    | SHOPP           |                      | STIP            |                     | Total           |                      |
|--------------------------|-----------------|----------------------|-----------------|---------------------|-----------------|----------------------|
|                          | No. of Projects | G-12 Amount          | No. of Projects | G-12 Amount         | No. of Projects | G-12 Amount          |
| July                     | 28              | \$ 5,333,000         | 0               | \$ -                | 28              | \$ 5,333,000         |
| August                   | 39              | \$ 9,435,600         | 1               | \$ 300,000          | 40              | \$ 9,735,600         |
| September                | 29              | \$ 6,271,300         | 1               | \$ 471,000          | 30              | \$ 6,742,300         |
| October                  | 37              | \$ 8,050,800         | 0               | \$ -                | 37              | \$ 8,050,800         |
| November                 | 26              | \$ 7,898,100         | 0               | \$ -                | 26              | \$ 7,898,100         |
| December                 | 36              | \$ 8,336,700         | 1               | \$ 360,300          | 37              | \$ 8,697,000         |
| January                  | 32              | \$ 6,372,100         | 0               | \$ -                | 32              | \$ 6,372,100         |
| February                 | 28              | \$ 7,334,900         | 0               | \$ -                | 28              | \$ 7,334,900         |
| March                    | 39              | \$ 9,522,100         | 1               | \$ 600,000          | 40              | \$ 10,122,100        |
| April                    | 26              | \$ 5,586,200         | 2               | \$ 273,700          | 28              | \$ 5,859,900         |
| May                      | 32              | \$ 7,513,300         | 0               | \$ -                | 32              | \$ 7,513,300         |
| June                     | 26              | \$ 6,697,700         | 0               | \$ -                | 26              | \$ 6,697,700         |
| <b>G-12 Year-To-Date</b> | <b>378</b>      | <b>\$ 88,351,800</b> | <b>6</b>        | <b>\$ 2,005,000</b> | <b>384</b>      | <b>\$ 90,356,800</b> |

## (E) Caltrans Fourth Quarter, Fiscal Year 2023-24 Retired List

| D-EA   | County | Route | Description  | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Trend | Risk Description   |
|--|--------|-------|--|---------|------------------------------|----------------------|------------|--|
| <b>Pre-Construction-Delivery Year Delays Risks</b>   |        |       |  |         |                              |                      |            |  |
| 01-0F710   | MEN    | 001   | Gualala Shoulders                                    | SHOPP   | 8,464                        | Fiscal Year Delivery | Retired    | Delivered.   |
| 01-0H410   | HUM    | 169   | REHAB HUM-169 CULVERTS                               | SHOPP   | 12,815                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 02-1H710   | SIS    | 005   | Yreka Maintenance Station Shop                       | SHOPP   | 8,508                        | Fiscal Year Delivery | Retired    | Delivered.   |
| 02-1J750   | LAS    | 036   | Devil's Corral Safety                                | SHOPP   | 7,864                        | Fiscal Year Delivery | Retired    | Delivered.   |
| 04-0P920   | ALA    | 680   | BRIDGE REHABILITATION                                | SHOPP   | 21,809                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 05-1H470   | SCR    | 009   | San Lorenzo River and Kings Creek Bridge Replacement | SHOPP   | 29,047                       | Fiscal Year Delivery | Retired    | Resolved Issues; on track for delivery.                  |
| 05-1J860   | SLO    | 101   | SLO County Asset Mgmt Improvements                   | SHOPP   | 44,838                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 06-48740   | TUL    | 099   | CALDWELL INTERCHANGE                                 | STIP    | 54,600                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 06-0W900   | TUL    | 216   | Lovers Lane Rehab                                    | SHOPP   | 30,800                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 06-0X250   | TUL    | 099   | Tul 99 Culvert Rehab                                 | SHOPP   | 13,990                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 06-36030   | TUL    | 099   | TAGUS 6-LANE REPLACEMENT PLANTING                    | STIP    | 4,100                        | Fiscal Year Delivery | Retired    | Delivered.   |
| 08-0R010   | RIV    | 091   | RIV 91 B CANYON CULVERT                              | STIP    | 1,880                        | Fiscal Year Delivery | Retired    | Delivered.   |
| 08-1F400   | SBD    | 066   | UPGRADE TO STANDARD BRIDGE RAIL                      | SHOPP   | 26,918                       | Fiscal Year Delivery | Retired    | Resolved Issues; on track for delivery.                  |
| 08-1G660   | SBD    | 066   | SBD 66 CAPM  | SHOPP   | 26,918                       | Fiscal Year Delivery | Retired    | Resolved Issues; on track for delivery.                  |
| 08-1J300   | SBD    | 018   | SBD 18 CAPM MILL AND OVERLAY                         | SHOPP   | 26,174                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 08-1J320   | RIV    | 074   | RIV 074 LAKE ELSINORE FACILITY                       | SHOPP   | 14,196                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 08-1J310   | SBD    | 018   | Sbd DRAINAGE / CULVERTS & ITS                        | SHOPP   | 9,692                        | Fiscal Year Delivery | Retired    | Delivered.   |
| 08-1K400   | RIV    | 015   | Temecula Auxiliary Lanes                             | SHOPP   | 52,658                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 08-1K690   | RIV    | 074   | RIV 74 LAKE ELSINORE MEDIAN BUFFER & WIDEN SHLDRS    | SHOPP   | 115,225                      | Fiscal Year Delivery | Retired    | Delivered.   |
| 09-36680   | INY    | 395   | Meadow Farms ADA                                     | SHOPP   | 25,009                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 09-37470   | INY    | 395   | BISHOP PAVEMENT                                      | SHOPP   | 25,209                       | Fiscal Year Delivery | Retired    | Delivered.   |
| 12-0R314   | ORA    | 091   | 12-0R314, Rte 091, Multi-Asset Project               | SHOPP   | 7,024                        | Fiscal Year Delivery | Retired    | Delivered.   |
| <b>Pre-Construction-COS Supplementals</b>            |        |       |  |         |                              |                      |            |  |
| 01-0H650   | HUM    | 101   | HUM-101 Drainage North                               | SHOPP   | 1,368                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 01-0J940   | MEN    | 001   | North Point Arena CAPM                               | SHOPP   | 1,119                        | PA&ED                | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 01-0L110   | MEN    | 101   | LAFRANCHI SAFETY                                     | SHOPP   | 1,898                        | PA&ED                | Retired    | Supplemental Funds Request has been approved.            |
| 02-1J320   | LAS    | 299   | Pit Rivers Seismic                                   | SHOPP   | 450                          | PA&ED                | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 03-0J400   | ED     | 050   | Placerville CAPM                                     | SHOPP   | 2,250                        | PA&ED                | Retired    | Supplemental Funds Request has been approved.            |
| 03-1J160   | ED     | 050   | ED 50 CAPM   | SHOPP   | 1,980                        | PA&ED                | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 04-4H060   | SOL    | 084   | Real McCoy Fender & Ramp Replacement                 | SHOPP   | 2,080                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 04-0Q070   | SM     | 101   | RAMP METERING SYSTEMS                                | SHOPP   | 1,230                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 04-0Q100   | ALA    | 580   | Rehab ALA 580  | SHOPP   | 3,591                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 05-1F510   | MON    | 001   | Limekiln Creek Bridge Replacement                    | SHOPP   | 3,500                        | PA&ED                | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 06-0X240   | KER    | 033   | Ker 33 Culvert Rehab                                 | SHOPP   | 1,600                        | PS&E                 | Retired    | Supplemental Funds Request has been approved.            |
| 06-0W920   | KER    | 005   | Grapevine Rehab                                      | SHOPP   | 2,908                        | PA&ED                | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 06-0W860   | MAD    | 233   | Chowchilla CAPM                                      | SHOPP   | 660                          | PA&ED                | Retired    | Supplemental Funds Request has been approved.            |
| 07-32160   | LA     | 001   | PCH CAPM, OC to Torrance                             | SHOPP   | 4,886                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 07-32580   | LA     | 001   | PCH CAPM, Torrance to Santa Monica                   | SHOPP   | 6,770                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 07-35480   | LA     | 090   | Culver City New Crew Building                        | SHOPP   | 1,843                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 07-35610   | LA     | 210   | Replacing pump plant                                 | SHOPP   | 1,017                        | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 08-1L800   | SBD    | 040   | Sbd Rte 40 RSP Replacement                           | SHOPP   | 1,930                        | PA&ED                | Retired    | Supplemental Funds Request has been approved.            |
| 12-0P590   | ORA    | 001   | 12-0P590 Resurface 14.9 lane miles                   | SHOPP   | 1,482                        | Right of Way Support | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 12-0P680   | ORA    | 001   | 12-0P680 Upgrade Traffic Signal                      | SHOPP   | 1,480                        | Right of Way Support | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| 12-0S750   | ORA    | 001   | 12-0S750 Rte 1 Doheny Park CS Gap Closure            | SHOPP   | 450                          | PS&E                 | Retired    | Resolved issues; no need for Supplemental Funds Request. |
| <b>Pre-Construction-Greater Than 120% Allocation</b> |        |       |  |         |                              |                      |            |  |
| 02-1J290   | SHA    | 299   | Pit One Grade Rockfall Mitigation                    | SHOPP   | 7,210                        | Construction Capital | Retired    | Resolved issues; no need for Greater Than 120%.          |
| 05-3307E   | SLO    | 046   | Antelope Grade                                       | STIP    | 1,400                        | Right of Way Support | Retired    | Greater than 120% has been approved.                     |

| D-EA  | County | Route | Description                                       | Program | Programmed Budget (\$1,000s) | Risk Component       | Risk Trend | Risk Description  |
|---|--------|-------|---|---------|------------------------------|----------------------|------------|---|
| <b>Pre-Construction-Greater Than 120% Allocation-Continued</b>    |        |       |   |         |                              |                      |            |   |
| 05-3307E  | SLO    | 046   | Antelope Grade                                    | STIP    | 7,600                        | Right of Way Capital | Retired    | Greater than 120% has been approved.                                |
| 06-0X220  | FRE    | 168   | Fre 168 Culvert Rehab                             | SHOPP   | 11,150                       | Construction Capital | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 06-0X370  | KER    | 099   | Bakersfield 99 Rehab II (South)                   | SHOPP   | 270                          | Right of Way Support | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 06-0X370  | KER    | 099   | Bakersfield 99 Rehab II (South)                   | SHOPP   | 4,500                        | PS&E                 | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 06-1E420  | TUL    | 063   | SR 63 TRAFFIC SAFETY IMPROVEMENT                  | SHOPP   | 18                           | Right of Way Support | Retired    | Greater than 120% has been approved.                                |
| 07-28630  | LA     | 138   | SR-138 Seg 13                                     | STIP    | 8,300                        | Construction Support | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 07-28630  | LA     | 138   | SR-138 Seg 13                                     | STIP    | 50,000                       | Construction Capital | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 07-34660  | LA     | 213   | Western Ave. - CAPM & ADA Ramps                   | SHOPP   | 775                          | Right of Way Support | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 07-37120  | LA     | 010   | LA-10 Bridge Rail                                 | SHOPP   | 2,774                        | PS&E                 | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 07-37430  | LA     | 057   | LA-57 OH Signs                                    | SHOPP   | 1,663                        | PS&E                 | Retired    | Greater than 120% has been approved.                                |
| 08-0R380  | SBD    | 040   | REPLACE OR REHAB COLORADO RIVER BR                | SHOPP   | 89,865                       | PS&E                 | Retired    | Greater than 120% has been approved.                                |
| 08-1C072  | RIV    | 074   | RIV 74 CAPM (INCLUDES 08-1N360)                   | SHOPP   | 2,466                        | Construction Support | Retired    | Resolved issues; no need for Greater Than 120%.                     |
| 09-37470  | INY    | 395   | BISHOP PAVEMENT                                   | SHOPP   | 15,307                       | Construction Capital | Retired    | Greater than 120% has been approved.                                |
| 11-43032  | SD     | 805   | I805 MIDDLE MAINT & REHAB                         | SHOPP   | 57,936                       | Construction Capital | Retired    | Greater than 120% has been approved.                                |
| <b>Pre-Construction-Supplementals to Award</b>                    |        |       |   |         |                              |                      |            |   |
| 04-0K110  | SCL    | 101   | MBGR Replacement in Santa Clara County            | SHOPP   | 14,202                       | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 04-0P980  | SCL    | 082   | BRIDGE RAIL SCL 82                                | SHOPP   | 6,851                        | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 06-0X780  | FRE    | 041   | FRE 41 Roadside Safety Improvements               | SHOPP   | 6,626                        | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 07-34420  | LA     | 005   | I-5 TMDL in Burbank/Glendale                      | SHOPP   | 3,978                        | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 07-34790  | LA     | 405   | 405 2R, Westwood to Van Nuys                      | SHOPP   | 123,614                      | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 08-1G670  | RIV    | 079   | RIV 79 NEAR TEMECULA WIDEN PAVEMENT               | SHOPP   | 57,200                       | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 08-1K490  | SBD    | 040   | JOHN WILKIE SRRA REHAB                            | SHOPP   | 31,601                       | Construction Capital | Retired    | Resolved issues; no need for Supplemental to Award.                 |
| 10-1C270  | STA    | 005   | WESTLEY REST AREA                                 | SHOPP   | 17,166                       | Construction Capital | Retired    | Resolved issues; no need for Supplemental to Award.                 |
| 10-1H280  | STA    | 005   | STA 5 BRIDGE REHAB                                | SHOPP   | 9,814                        | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| <b>During Construction-COS Supplementals</b>                      |        |       |   |         |                              |                      |            |   |
| 02-1H680  | TEH    | 005   | SB Cottonwood Scales                              | SHOPP   | 2,320                        | Construction Support | Retired    | Supplemental Funds Request has been approved.                       |
| 03-3H390  | SAC    | 005   | I-5 Permit Load Mobility Improvement              | SHOPP   | 1,400                        | Construction Support | Retired    | Supplemental Funds Request has been approved.                       |
| 06-36024  | TUL    | 099   | Tagus 6-Lane (Combined)                           | STIP    | 12,000                       | Construction Support | Retired    | Supplemental Funds Request has been approved.                       |
| 06-0U770  | TUL    | 099   | Raine Rest Area Infrastructure Upgrades           | SHOPP   | 2,250                        | Construction Support | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 06-0X700  | TUL    | 063   | Visalia Mall CAPM                                 | SHOPP   | 2,500                        | Construction Support | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 12-0H150  | ORA    | 001   | Laguna Beach Rehabilitate Pavement & ADA upgrades | SHOPP   | 1,900                        | Construction Support | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| <b>During Construction-Supplementals to Complete Construction</b> |        |       |   |         |                              |                      |            |   |
| 01-0B090  | DN     | 101   | Hunter/Panther Creek Bridge Replacement           | SHOPP   | 17,457                       | Construction Capital | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 03-3H390  | SAC    | 005   | I-5 Permit Load Mobility Improvement              | SHOPP   | 6,701                        | Construction Capital | Retired    | Supplemental to Complete Construction has been approved.            |
| 06-36024  | TUL    | 099   | Tagus 6-Lane (Combined)                           | STIP    | 57,351                       | Construction Capital | Retired    | Supplemental to Complete Construction has been approved.            |
| 06-0X700  | TUL    | 063   | Visalia Mall CAPM                                 | SHOPP   | 9,900                        | Construction Capital | Retired    | Supplemental to Complete Construction has been approved.            |
| 07-31170  | LA     | 134   | LA-134 Pavement Preservation                      | SHOPP   | 34,034                       | Construction Capital | Retired    | Resolved issues; no need for Supplemental to Complete Construction. |
| 07-1XS60  | LA     | 110   | 07-1XS604 - 21st St POC Demo                      |         | 1,000                        | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 09-36640  | MNO    | 395   | Conway Ranch Shoulders                            | SHOPP   | 5,490                        | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 11-43056  | SD     | 067   | 11-SD-67 RHMA OVERLAY W/ SAMI                     |         | 26,891                       | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 12-0H150  | ORA    | 001   | Laguna Beach Rehabilitate Pavement & ADA upgrades | SHOPP   | 7,071                        | Construction Capital | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| <b>During Construction-Partnership Project</b>                    |        |       |   |         |                              |                      |            |   |
| 10-0Q121  | MER    | 099   | NB LIVINGSTON MEDIAN WIDENING                     | STIP    | 35,461                       | Construction Capital | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 12-0K023  | ORA    | 005   | 12-0K023 I-5 Seg 3                                | STIP    | 115,739                      | Construction Capital | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| <b>Post-Construction-Supplementals to Closeout</b>                |        |       |   |         |                              |                      |            |   |
| 04-2K840  | SOL    | 080   | Sol-80/29 Separation                              | SHOPP   | 4,930                        | Construction Support | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 04-3W560  | SOL    | 080   | BRIDGE DECK PROGRAM                               | SHOPP   | 11,400                       | Construction Capital | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 05-1J480  | SBT    | 025   | SR 25/156 Roundabout                              | SHOPP   | 2,165                        | Construction Support | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 06-0U470  | KER    | 005   | Lost Hills Rehab                                  | SHOPP   | 5,242                        | Construction Support | Retired    | Supplemental Funds Request has been approved.                       |
| 06-0U470  | KER    | 005   | Lost Hills Rehab                                  | SHOPP   | 25,700                       | Construction Capital | Retired    | Supplemental Funds Request has been approved.                       |
| 07-34040  | LA     | 005   | ITS Restoration                                   | SHOPP   | 4,704                        | Construction Support | Retired    | Resolved issues; no need for Supplemental Funds Request.            |
| 09-39930  | MNO    | 395   | TOPAZ SLIPOUT                                     | SHOPP   | 7,500                        | Construction Capital | Retired    | Resolved issues; no need for Supplemental Funds Request.            |

**(F) Construction Capital Closeout<sup>1</sup> Summary  
SHOPP Only Funds<sup>2</sup>**

<sup>1</sup>Project closeout reflects projects where construction contract was complete two quarters ago.

<sup>2</sup>Appendix B, 253 SHOPP Completed Projects at Closeout, Q4, Year-To-Date, FY2023-24.