

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 11-12, 2009

Reference No.: 3.6  
Information Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Karla Sutliff  
Division Chief  
Project Management

Subject: **QUARTERLY REPORT – PROPOSITION 1B CMIA/ROUTE 99 CORRIDOR**

Attached is the Department of Transportation's Quarterly Report – Proposition 1B CMIA/Route 99 Corridor. This version has substantial changes to the report sent on February 18, 2009. It is recommended that the entire report be reviewed again.

Attachment



# **Second Quarter FY 2008-09 Bond Program Project Delivery Report**

**Quarterly Report to the  
California Transportation  
Commission**



---

## Contents

---

### Corridor Management Improvement Program (CMIA)

|   |       |
|---|-------|
| CMIA Program Status.....                | pg 1  |
| CMIA Program Progress Report.....       | pg 2  |
| CMIA Program Delivery Report.....       | pg 3  |
| CMIA Program Project Action Report..... | pg 7  |
| CMIA Project Expenditures.....          | pg 15 |

### State Route 99 Corridor Program (SR99)

|   |       |
|---|-------|
| SR99 Program Status.....                | pg 20 |
| SR99 Program Progress Report.....       | pg 21 |
| SR99 Program Delivery Report.....       | pg 22 |
| SR99 Program Project Action Report..... | pg 23 |
| SR99 Project Expenditures.....          | pg 25 |

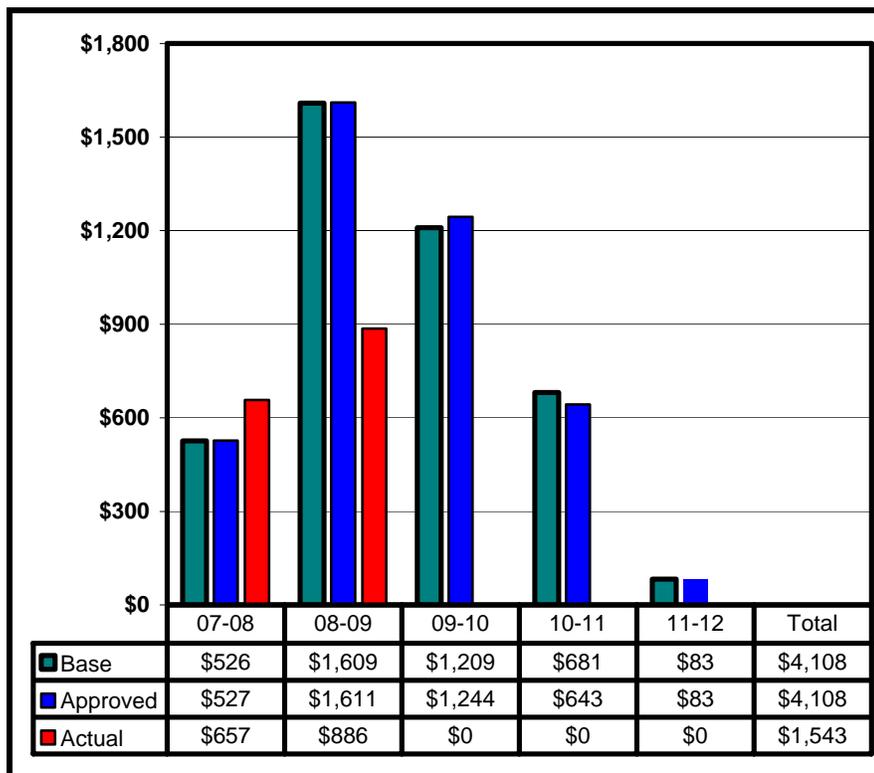
The Bond Program Project Delivery Report is prepared quarterly in November, February, May, and August. The Department of Transportation (Department) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery for projects in the bond programs.

# CMIA Program Status

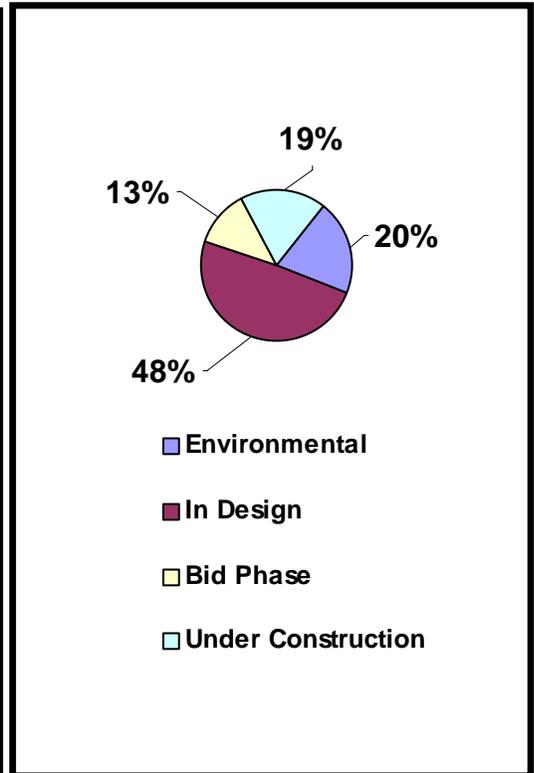
## Second Quarter FY 2008-09

In the CMIA bond program budget, \$4.108 billion is to be allocated for construction. There is also \$90 million set aside for bond administrative costs and an addition \$11 million that has not been committed. The balance of \$291 million is for non-construction funded project components including right of way capital and engineering support costs. To date, \$1.637 billion has been allocated. The total of \$1.637 billion committed to date utilizes 36 percent of the available program funds.

**CMIA Bond Construction Capital Allocations (millions)**



**Projects by Phase**



*Corridor projects count in a phase if one or more projects have started that phase.*

**CMIA Bond Funds Committed (millions)**

| Component               | Available | Allocated  | Percent |
|-------------------------|-----------|------------|---------|
| <b>Construction</b>     | \$ 4,108  | \$ 1,543   | 38%     |
| <b>Non-Construction</b> |           |            |         |
| RW Capital              | 4         | 0.5        | 12%     |
| Support                 | 290       | 93         | 32%     |
| Subtotal                | 291       | 93.5       | 32%     |
| Not Committed           | 11        |            |         |
| Bond Administration     | 90        |            |         |
| <b>Program Total</b>    | \$ 4,500  | \$ 1,636.5 | 36%     |

**Completed Phases**

| Phase         | Projects | Percent |
|---------------|----------|---------|
| Environmental | 40       | 74%     |
| Design        | 12       | 22%     |
| Bid Phase     | 7        | 13%     |
| Construction  | 0        | 0%      |

*Corridor projects are completed in a phase when all corridor projects have completed that phase.*

# CMIA Program Progress Report

This report reflects the program delivery status of CMIA Program bond funds for the 54 projects adopted on March 15, 2007 by the California Transportation Commission. The projects adopted into the program have an overall value of \$8.992 billion including CMIA bond funds for \$4.397 billion.

| #  | Co  | Rte | Project                                     | Scope | Budget | Schedule | Phase         | %   |
|----|-----|-----|---|-------|--------|----------|---------------|-----|
| 1  | Ala | 24  | Rte 24 Caldecott Tunnel Fourth Bore         | ●     | ◆      | ●        | Design        | 95  |
| 2  | Ala | 580 | EB I-580 EB HOV Hacienda to Greenville      | ●     | ●      | ●        | Construction  | 15  |
| 3  | Ala | 580 | I-580 WB HOV Ln Greenville to Foothill      | ●     | ●      | ●        | Environmental | 70  |
| 4  | Ala | 580 | I-580 / Isabel IC                           | ●     | ●      | ●        | Design        | 100 |
| 5  | Ala | 880 | I-880 SB HOV Lane Extension                 | ●     | ●      | ●        | Environmental | 50  |
| 6  | Cal | 4   | SR4 Angels Camp Bypass                      | ●     | ◆      | ●        | Construction  | 50  |
| 7  | CC  | 4   | SR4 E Widening fr Somersville to SR 160     | ●     | ●      | ●        | Design        | 60  |
| 8  | Ala | 80  | I-80 Integrated Corridor Mobility Project   | ■     | ●      | ■        | Environmental | 25  |
| 9  | ED  | 50  | US 50 HOV Lanes – Phase 1                   | ●     | ●      | ●        | Construction  | 5   |
| 10 | Ker | 46  | Route 46 Expressway – Segment 3             | ●     | ●      | ●        | Design        | 50  |
| 11 | Kin | 198 | Route 198 Expressway                        | ●     | ◆      | ●        | Design        | 100 |
| 12 | LA  | 405 | I-405 Carpool Ln I-10 to US101 (NB)         | ●     | ●      | ●        | Design        | 30  |
| 13 | LA  | 5   | I-5 Carpool Ln & Mixed Flow Ln              | ●     | ●      | ●        | Design        | 30  |
| 14 | LA  | 5   | I-5 Carpool Ln fr Rte 134 to Rte 170        | ●     | ◆      | ●        | Design        | 90  |
| 15 | Mon | 1   | Salinas Road Interchange                    | ●     | ●      | ●        | Design        | 100 |
| 16 | Mrn | 101 | Hwy 101 Mrn-Son Narrows Project             | ●     | ●      | ◆        | Environmental | 80  |
| 17 | Mrn | 580 | WB I-580 to NB 101 Connector Impvmts        | ●     | ●      | ◆        | Design        | 90  |
| 18 | Nap | 12  | SR12 Jameson Canyon – Phase 1               | ●     | ●      | ●        | Design        | 10  |
| 19 | Nev | 49  | Rte 49 La Barr Meadows Widening             | ●     | ●      | ●        | Design        | 95  |
| 20 | Ora | 22  | SR 22/I-405/I-605 HOV Conn w ITS            | ●     | ●      | ●        | Design        | 72  |
| 21 | Ora | 57  | Widen NB N SR91 to N Lambert Rd             | ●     | ●      | ●        | Design        | 48  |
| 22 | Ora | 57  | Widen NB S Katella to N Lincoln Ave         | ●     | ●      | ●        | Environmental | 92  |
| 23 | Ora | 91  | Widen EB/WB SR91 E 55 Conn E Weir           | ●     | ●      | ●        | Environmental | 80  |
| 24 | Ora | 91  | SR 91 EB Ln – Rte 241 to Rte 71             | ●     | ◆      | ●        | Design        | 95  |
| 25 | Pla | 65  | Lincoln Bypass                              | ●     | ■      | ●        | Construction  | 12  |
| 26 | Pla | 80  | Pla 80 HOV Phase 2                          | ●     | ●      | ●        | Construction  | 11  |
| 27 | Pla | 80  | Pla 80 HOV Phase 3                          | ●     | ●      | ●        | Design        | 100 |
| 28 | Riv | 215 | Add one mixed flow Ln in each direction     | ●     | ●      | ●        | Design        | 10  |
| 29 | Riv | 91  | HOV Lane Gap closure                        | ●     | ◆      | ●        | Design        | 45  |
| 30 | Sac | Loc | White Rock Rd fr Grant Line to Prairie City | ●     | ●      | ●        | Environmental | 35  |
| 31 | Sac | 50  | Hwy 50 Bus/Carpool Lanes                    | ●     | ◆      | ●        | Design        | 95  |
| 32 | SBd | 10  | Widen exit ramps & add aux lanes            | ●     | ●      | ●        | Design        | 95  |
| 33 | SBd | 10  | I-10 WB Mixed Flow Ln addition              | ●     | ●      | ●        | Design        | 95  |
| 34 | SBd | 210 | State Route 210/215 Connectors              | ●     | ◆      | ◆        | Design        | 95  |
| 35 | SBd | 215 | I-215 North Segments 1 & 2                  | ●     | ●      | ●        | Design        | 95  |
| 36 | SBd | 215 | I-215 North Segments 5                      | ●     | ◆      | ●        | Design        | 95  |
| 37 | SCI | 101 | US101 Impvmts (I-280 to Yerba Buena Rd)     | ●     | ●      | ●        | Environmental | 99  |
| 38 | SCI | 101 | US101 Aux Lns SR85 to Embarcadero Rd        | ●     | ◆      | ●        | Environmental | 77  |
| 39 | SCI | 880 | I-880 Widening (SR237 to US 101)            | ●     | ●      | ●        | Environmental | 80  |
| 40 | SCr | 1   | Hwy 1 Soquel to Morissey Aux Lns            | ■     | ◆      | ●        | Environmental | 80  |
| 41 | SD  | 15  | Managed Lanes South Segment                 | ●     | ●      | ●        | Construction  | Var |
| 42 | SD  | 5   | I-5 North Coast Corridor – Stage 1A         | ●     | ◆      | ●        | Construction  | Var |
| 43 | Sha | 5   | Cottonwood Hills Truck Climbing Lane        | ●     | ●      | ●        | Design        | 20  |
| 44 | SJ  | 205 | I-205 Auxiliary Lanes                       | ●     | ◆      | ●        | Design        | 30  |
| 45 | SLO | 46  | Rte 46 Corridor Impvmts (Whitley 1)         | ●     | ●      | ●        | Design        | 20  |
| 46 | SM  | 101 | Widen US 101 and add Aux Lns                | ●     | ●      | ●        | Design        | 5   |
| 47 | Sol | 80  | I-80 HOV Lanes Fairfield                    | ●     | ●      | ●        | Construction  | 20  |
| 48 | Son | 101 | US 101 HOV Lanes – Wilfred                  | ●     | ●      | ●        | Design        | 100 |
| 49 | Son | 101 | US 101 HOV Ln – Railroad to Rohnert Pk      | ●     | ●      | ●        | Design        | 99  |
| 50 | Son | 101 | US 101 HOV Lanes – North Phase A            | ●     | ●      | ●        | Construction  | 5   |
| 51 | Sta | 219 | Route 219 Expressway Phase 2                | ●     | ◆      | ◆        | Design        | 95  |
| 52 | Sta | 219 | Route 219 Expressway Phase 1                | ●     | ◆      | ●        | Construction  | 17  |
| 53 | Tuo | 108 | E. Sonora Bypass Stage II                   | ◆     | ◆      | ●        | Design        | 60  |
| 54 | Ven | 101 | HOV Lns Mussel Shoals to Casitas Pass       | ●     | ◆      | ●        | Design        | 5   |

**Legend**  
 ● No known scope, budget or schedule issues.  
 ◆ Potential scope, budget or schedule issues.  
 ■ Known scope, budget or schedule issues.

## Overall Program Status

To date, 43 projects (including corridor projects starting a subsequent phase) have completed the preliminary engineering and environmental evaluation phase, 17 projects have completed the design phase, and ten projects are under construction. It is anticipated that the first CMIA project will be completed and open to traffic in the summer of 2009.

## FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted CMIA program.

To date, in FY 2008-09 four construction contracts were awarded, six projects completed the right of way milestone, seven projects completed design, and five projects completed the environmental document.

## Second Quarter FY 2008-09 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

| Cty | Rte | Project                                   | Milestone      |
|-----|-----|---|----------------|
| Ala | 580 | I-580 / Isabel IC #1, & #2                | End RW, Design |
| ED  | 50  | US 50 HOV Lanes – Phase 1                 | Award          |
| LA  | 5   | I-5 Carpool Ln fr Rte 134 to Rte 170 (#1) | End RW, Design |
| Mon | 1   | Salinas Road Interchange                  | End RW, Design |
| Pla | 80  | Pla 80 HOV Phase 3A                       | End Design     |
| Riv | 215 | Add one mixed flow Ln in each direction   | Environmental  |
| SJ  | 205 | I-205 Auxiliary Lanes                     | Environmental  |
| Sol | 80  | I-80 HOV Lanes Fairfield (#2)             | End RW, Design |
| SM  | 101 | Widen US 101 and add Aux Lns              | Environmental  |
| Ven | 101 | HOV Lns Mussel Shoals to Casitas Pass     | Environmental  |

## Program Management

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Attached is a corrective actions report that identifies actions being taken to manage project changes.

# The California Department of Transportation

Second Quarter FY 2008-09

## CMIA Program Delivery Report 54 Planned Deliveries

| PROJECT NUMBER  | DISTRICT | COUNTY     | ROUTE | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION                                       | END ENVIRONMENTAL | END DESIGN        | END RIGHT OF WAY | AWARD    | CCA      |          |
|---|----------|------------|-------|--|--------------------------------|---|-------------------|-------------------|------------------|----------|----------|----------|
| 1   | 04       | Ala<br>CC  | 24    | \$ 345,000                                       | \$ 157,400                     | State Route 24 Caldecott Tunnel - Fourth Bore             | ★                 | 02/02/09          | 01/09/09         | 08/03/09 | 02/01/14 |          |
| <i>I-580 Eastbound HOV Lane - Greenville to Haceinda - Corridor Project</i>     |          |            |       |  |                                |   |                   |                   |                  |          |          |          |
| 2   | 04       | Ala        | 580   | \$ 47,410  | \$ 23,337                      | Corridor Project #1 (EA 29084)                            |                   |                   |                  |          | 12/01/11 |          |
|   |          |            |       | \$ 58,591  | \$ 20,435                      | Corridor Project #2 (EA 29083)                            |                   |                   | ★                | 04/15/09 | 12/01/11 |          |
|   |          |            |       | \$ 19,028  | \$ 19,028                      | Corridor Project #3 (EA 29085)                            | 06/30/09          | 03/31/10          | 03/01/10         | 08/01/10 | 12/01/11 |          |
|   |          |            |       | \$ 125,029                                       | \$ 62,800                      | Corridor Summary  | 06/30/09          | 03/31/10          | 03/01/10         |          | 12/01/11 |          |
| 3   | 04       | Ala        | 580   | \$ 114,800                                       | \$ 88,435                      | I-580 Westbound HOV Lane - Greenville to Foothill         |                   |                   |                  |          | 10/01/13 |          |
| <i>I-580 / Isabel Interchange - Corridor Project</i>                            |          |            |       |  |                                |   |                   |                   |                  |          |          |          |
| 4   | 04       | Ala        | 580   | \$ 37,400  | \$ 24,600                      | Corridor Project #1 (EA 17131)                            |                   |                   |                  | 04/01/09 | 01/01/12 |          |
|   |          |            |       | \$ 7,300   | \$ 3,900                       | Corridor Project #2 (EA 17132)                            |                   |                   |                  | 04/01/09 | 01/01/12 |          |
|   |          |            |       | \$ 52,200  | \$ 31,500                      | Corridor Project #3 (EA 17133)                            |                   |                   | ★                | 04/22/09 | 01/01/12 |          |
|   |          |            |       | \$ 86,000  | \$ 60,000                      | Corridor Summary  |                   |                   |                  | 04/01/09 | 01/01/12 |          |
| 5   | 04       | Ala        | 880   | \$ 83,700  | \$ 83,700                      | I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd    | 11/01/09          | 09/01/11          | 09/01/11         | 03/01/12 | 04/01/14 |          |
| 6   | 10       | Cal        | 4     | \$ 31,965  | \$ 4,438                       | Angels Camp Bypass  |                   |                   |                  | ★        | 09/01/10 |          |
| 7   | 04       | CC         | 4     | \$ 300,300                                       | \$ 65,000                      | State Route 4 East Widening from Somersville to Route 160 |                   | 06/01/10          | 06/01/10         | 11/01/10 | 12/01/14 |          |
| 8   | 04       | Ala<br>CC  | 80    | \$ 47,100  | \$ 47,100                      | I-80 Integrated Corridor Mobility Project                 | 12/31/09          | 09/30/10          | 09/30/10         | 10/12/09 | 10/01/12 |          |
| 9   | 03       | ED         | 50    | \$ 37,808  | \$ 20,000                      | US 50 HOV Lanes - Phase 1                                 |                   |                   | ★                | ★        | 06/01/10 |          |
| 10  | 06       | Ker        | 46    | \$ 67,229  | \$ 45,000                      | Route 46 Expressway - Segment 3                           |                   | 03/19/10          | 05/01/10         | 07/01/10 | 07/26/14 |          |
| 11  | 06       | Kin<br>Tul | 198   | \$ 91,894  | \$ 71,600                      | Route 198 Expressway                                      |                   |                   | 03/18/09         | 07/01/09 | 02/01/12 |          |
| 12  | 07       | LA         | 405   | \$ 792,000                                       | \$ 730,000                     | I-405 Carpool Lane I-10 To US 101 (Northbound)            |                   | 6/28/11<br>Design | 4/10/13<br>Build | 01/28/09 | 04/03/13 |          |
| 13  | 07       | LA         | 5     | \$ 575,543                                       | \$ 387,000                     | I-5 Carpool Lane from Orange County Line to I-605         |                   | 07/01/10          | 07/01/10         | 10/22/10 | 11/30/16 |          |
| <i>Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project</i> |          |            |       |  |                                |   |                   |                   |                  |          |          |          |
| 14  | 07       | LA         | 5     | \$ 92,000  | \$ 20,000                      | Corridor Project #1 (EA 12181)                            | ★                 |                   |                  |          | 06/02/09 | 12/03/12 |
|   |          |            |       | \$ 150,000                                       | \$ 45,000                      | Corridor Project #2 (EA 12184)                            |                   | 04/30/09          | 06/08/09         | 10/20/09 | 08/17/12 |          |
|   |          |            |       | \$ 34,200  | \$ 8,000                       | Corridor Project #3 (EA 12183)                            |                   | 11/10/09          | 08/05/09         | 01/05/10 | 10/23/12 |          |
|   |          |            |       | \$ 180,947                                       | Not Bond                       | Corridor Project #4 (EA 12182)                            |                   | 12/02/09          | 10/01/09         | 04/19/10 | 12/20/13 |          |
|   |          |            |       | \$ 457,147                                       | \$ 73,000                      | Corridor Summary  |                   | 12/02/09          | 10/01/09         | 06/02/09 | 12/20/13 |          |
| 15  | 05       | Mon        | 1     | \$ 32,633  | \$ 32,633                      | Salinas Road Interchange                                  |                   | ★                 | ★                | 05/01/09 | 07/01/11 |          |

Second Quarter FY 2008-09

Status as of 12/31/08

- Milestone Completed
- Milestone Completed ahead of Schedule
- Milestone Behind Schedule
- Awarded
- Awarded ahead of Schedule
- Award Behind Schedule

# The California Department of Transportation

Second Quarter FY 2008-09

## CMIA Program Delivery Report 54 Planned Deliveries

| PROJECT NUMBER   | DISTRICT | COUNTY  | ROUTE   | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION   | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD    | CCA      |
|--|----------|---------|---------|--|--------------------------------|---|-------------------|------------|------------------|----------|----------|
| <b>Highway 101 Marin-Sonoma Narrows Project - Corridor</b> |          |         |         |  |                                |   |                   |            |                  |          |          |
| 16   | 04       | Mrn Son | 101     | \$ 27,640  | \$ 10,433                      | Corridor Project #1 (EA 26407)                                | 04/20/09          | 12/01/10   | 08/02/10         | 06/01/11 | 12/02/13 |
|  |          |         |         | \$ 31,270  | \$ 17,337                      | Corridor Project #2 (EA 26408)                                | 04/20/09          | 12/01/10   | 08/02/10         | 06/01/11 | 12/02/13 |
|  |          |         |         | \$ 54,420  | \$ 44,420                      | Corridor Project #3 (EA 26406)                                | 04/20/09          | 07/01/10   | 06/01/10         | 12/01/10 | 12/02/13 |
|  |          |         |         | \$ 113,330                                       | \$ 72,190                      | Corridor Summary  | 04/20/09          | 12/01/10   | 08/02/10         | 06/01/11 | 12/02/13 |
| 17   | 04       | Mrn     | 580     | \$ 13,200  | \$ 13,200                      | Westbound I-580 to Northbound US 101 Connector Improvements   |                   | 03/11/09   | 02/01/09         | 06/03/09 | 07/01/10 |
| 18   | 04       | Nap Sol | 12      | \$ 96,700  | \$ 73,990                      | SR 12 Jameson Canyon Widening - Phase 1                       |                   | 04/01/10   | 04/01/10         | 09/01/10 | 08/01/13 |
| 19   | 03       | Nev     | 49      | \$ 21,000  | \$ 16,098                      | Route 49 La Barr Meadows Widening                             |                   | 04/01/09   | 10/01/09         | 07/15/09 | 06/01/12 |
| 20   | 12       | Ora     | 22      | \$ 291,000                                       | \$ 200,000                     | SR-22 / I-405 / I-605 HOV Connector with ITS Elements         |                   | 10/01/09   | 10/01/09         | 03/01/10 | 09/01/13 |
| 21   | 12       | Ora     | 57      | \$ 106,188                                       | \$ 70,000                      | Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road     | ★                 | 11/01/09   | 11/01/09         | 06/01/10 | 07/01/14 |
| 22   | 12       | Ora     | 57      | \$ 29,400  | \$ 20,086                      | Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave  | 08/01/09          | 11/01/10   | 11/01/10         | 05/01/11 | 01/01/15 |
| 23   | 12       | Ora     | 91      | \$ 69,800  | \$ 22,000                      | Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road | 07/01/09          | 01/02/11   | 01/01/11         | 06/01/11 | 09/01/13 |
| 24   | 12       | Ora     | 91      | \$ 65,000  | \$ 65,000                      | Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91     |                   | 03/01/09   | 03/01/09         | 08/01/09 | 09/01/11 |
| 25   | 03       | Pla     | 65      | \$ 210,000                                       | \$ 73,715                      | Lincoln Bypass  |                   | ★          | ★                | ★        | 01/01/12 |
| 26   | 03       | Pla     | 80      | \$ 31,200  | \$ 8,484                       | Pla-80 HOV Phase 2  |                   | ★          | ★                |          | 10/01/10 |
| 27   | 03       | Pla     | 80      | \$ 57,505  | \$ 37,216                      | Pla-80 HOV Phase 3  |                   | ★          | 07/15/09         | 04/15/09 | 01/01/11 |
| 28   | 08       | Riv     | 215     | \$ 55,100  | \$ 38,570                      | Widening, Add One Mixed Flow Lane in Each Direction           |                   | 08/01/10   | 02/01/10         | 12/01/10 | 12/01/13 |
| 29   | 08       | Riv     | 91      | \$ 177,146                                       | \$ 142,600                     | HOV Lane Gap Closure  | ★                 | 02/02/11   | 08/01/10         | 06/01/11 | 06/01/15 |
| 30   | 03       | Sac     | Loc     | \$ 19,100  | \$ 19,100                      | White Rock Road from Grant Line to Prairie City               | 07/01/09          | 12/01/10   | 12/01/10         | 05/01/11 | 11/01/12 |
| 31   | 03       | Sac     | 50      | \$ 133,125                                       | \$ 80,000                      | Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements         | ★                 | 04/01/09   | 06/01/09         | 09/01/09 | 01/02/13 |
| 32   | 08       | SBd     | 10      | \$ 37,875  | \$ 26,500                      | Westbound Mixed Flow Lane Addition                            | ★                 | 10/01/09   | 10/01/09         | 01/01/10 | 05/29/11 |
| 33   | 08       | SBd     | 10      | \$ 26,523  | \$ 19,233                      | Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's    |                   | 08/02/09   | 06/01/09         | 12/08/09 | 12/01/10 |
| 34   | 08       | SBd     | 210 215 | \$ 79,967  | \$ 22,000                      | SR - 210/215 Connectors                                       |                   | 05/15/09   | 11/01/08         | 08/17/09 | 11/15/13 |
| 35   | 08       | SBd     | 215     | \$ 289,482                                       | \$ 49,120                      | I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition     |                   | 06/15/09   | 04/01/09         | 09/15/09 | 09/05/13 |

**Second Quarter FY 2008-09** **Status as of 12/31/08**

- Milestone Completed
- Milestone Completed ahead of Schedule
- Milestone Behind Schedule
- Awarded
- Awarded ahead of Schedule
- Award Behind Schedule

# The California Department of Transportation

Second Quarter FY 2008-09

## CMIA Program Delivery Report 54 Planned Deliveries

| PROJECT NUMBER   | DISTRICT | COUNTY | ROUTE | ESTIMATED CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION   | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD    | CCA      |
|--|----------|--------|-------|-------------------------------------|--------------------------------|---|-------------------|------------|------------------|----------|----------|
| 36   | 08       | SBd    | 215   | \$ 59,000                           | \$ 59,000                      | I-215 North Segment 5 - HOV and Mixed Flow Lane Addition                      |                   | 05/15/09   | 11/01/08         | 08/15/09 | 10/15/13 |
| 37   | 04       | SCI    | 101   | \$ 44,465                           | \$ 23,310                      | US 101 Improvements (I-280 to Yerba Buena Rd)                                 | 02/28/09          | 07/30/09   | 07/30/09         | 03/01/10 | 12/01/12 |
| 38   | 04       | SCI    | 101   | \$ 73,850                           | \$ 73,850                      | US 101 Aux Lanes - State Route 85 to Embarcadero Rd                           | 07/31/09          | 02/28/11   | 11/30/10         | 06/01/11 | 08/01/13 |
| 39   | 04       | SCI    | 880   | \$ 65,390                           | \$ 61,790                      | I-880 Widening (SR 237 to US 101)   | 06/30/09          | 02/28/11   | 02/28/11         | 05/15/11 | 07/01/13 |
| 40   | 05       | SCr    | 1     | \$ 15,640                           | \$ 15,640                      | Highway 1 Soquel to Morrissey Auxiliary Lanes                                 | 06/01/09          | 04/01/10   | 03/01/10         | 09/01/10 | 09/01/12 |
| <b>Managed Lanes South Segment - Corridor Project</b>                        |          |        |       |                                     |                                |   |                   |            |                  |          |          |
| 41   | 11       | SD     | 15    | \$ 90,000                           | \$ 90,000                      | Corridor Project #1 (EA 2T093)  |                   | ★          | ★                | ★        | 01/07/11 |
|  |          |        |       | \$ 85,000                           | \$ 85,000                      | Corridor Project #2 (EA 2T091)  |                   | ★          | ★                | ★        | 01/26/11 |
|  |          |        |       | \$ 125,000                          | \$ 125,000                     | Corridor Project #3 (EA 2T092)  |                   | ★          |                  |          | 04/08/12 |
|  |          |        |       | \$ 28,859                           | Not Bond                       | Corridor Project #4 (EA 2T095)  | 02/01/09          | 10/24/11   | 06/26/11         | 03/11/12 | 03/11/14 |
|  |          |        |       | \$ 328,858                          | \$ 300,000                     | Corridor Summary  |                   | ★          | ★                | ★        | 04/08/12 |
| <b>I-5 North Coast Corridor - Stage 1A - Corridor Project</b>                |          |        |       |                                     |                                |   |                   |            |                  |          |          |
| 42   | 11       | SD     | 5     | \$ 43,038                           | \$ 24,500                      | Corridor Project #1 (EA 2358U)  | ★                 |            | ★                | ★        | 10/30/09 |
|  |          |        |       | \$ 77,000                           | \$ 52,500                      | Corridor Project #2 (EA 2T040)  | 07/05/09          | 06/30/09   | 07/30/09         | 09/27/09 | 06/30/12 |
|  |          |        |       | \$ 120,038                          | \$ 77,000                      | Corridor Summary  | 07/05/09          | 06/30/09   | 07/30/09         | 09/27/09 | 06/30/12 |
| 43   | 02       | Sha    | 5     | \$ 20,802                           | \$ 20,802                      | Cottonwood Hills Truck Climbing Lane  | ★                 | 12/01/09   | 08/01/09         | 03/03/10 | 03/01/11 |
| 44   | 10       | SJ     | 205   | \$ 40,653                           | \$ 25,000                      | I-205 Auxiliary Lanes   | ★                 | 03/01/10   | 05/01/10         | 05/14/10 | 12/21/11 |
| 45   | 05       | SLO    | 46    | \$ 80,000                           | \$ 67,742                      | Route 46 Corridor Improvements (Whitley 1)                                    |                   | 02/02/10   | 09/24/09         | 06/10/10 | 07/08/13 |
| 46   | 04       | SM     | 101   | \$ 81,731                           | \$ 49,473                      | Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd.                     |                   | 12/01/10   | 11/01/10         | 04/01/11 | 11/01/13 |
| <b>HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project</b> |          |        |       |                                     |                                |   |                   |            |                  |          |          |
| 47   | 04       | Sol    | 80    | \$ 53,210                           | \$ 37,833                      | Corridor Project #1 (EA 0A531)  |                   |            |                  |          | 12/01/09 |
|  |          |        |       | \$ 3,400                            | \$ 3,400                       | Corridor Project #2 (EA 4C15U)  |                   |            | ★                | 04/06/09 | 12/01/09 |
|  |          |        |       | \$ 6,907                            | \$ 6,907                       | Corridor Project #3 (EA 0A532)  |                   | 01/15/10   | 01/10/10         | 06/01/10 | 12/01/10 |
|  |          |        |       | \$ 63,517                           | \$ 48,140                      | Corridor Summary  |                   | 01/15/10   | 01/10/10         |          | 12/01/10 |
| 48   | 04       | Son    | 101   | \$ 63,270                           | \$ 41,700                      | US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave                              |                   |            |                  | 02/01/09 | 12/01/11 |
| 49   | 04       | Son    | 101   | \$ 83,800                           | \$ 38,548                      | Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway | ★                 | 02/01/09   | 01/29/09         | 07/01/09 | 12/01/11 |

**Second Quarter FY 2008-09** **Status as of 12/31/08**

- Milestone Completed
- Milestone Completed ahead of Schedule
- Milestone Behind Schedule
- Awarded
- Awarded ahead of Schedule
- Award Behind Schedule

# The California Department of Transportation

Second Quarter FY 2008-09

## CMIA Program Delivery Report 54 Planned Deliveries

| PROJECT NUMBER | DISTRICT | COUNTY | ROUTE | ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION   | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD    | CCA      |
|----------------|----------|--------|-------|--|--------------------------------|---|-------------------|------------|------------------|----------|----------|
| 50             | 04       | Son    | 101   | \$ 91,200  | \$ 61,360                      | US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) |                   |            |                  |          | 01/01/11 |
| 51             | 10       | Sta    | 219   | \$ 26,000  | \$ 18,813                      | SR-219 Expressway, Phase 2 (Morrow Road to Route 108)                     |                   | 11/26/09   | 07/28/10         | 10/14/10 | 01/07/13 |
| 52             | 10       | Sta    | 219   | \$ 12,760  | \$ 12,760                      | SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)                         |                   |            | ★                |          | 12/15/09 |
| 53             | 10       | Tuo    | 108   | \$ 33,800  | \$ 13,858                      | E. Sonora Bypass Stage II   |                   | 11/01/09   | 07/01/09         | 03/18/10 | 04/01/12 |
| 54             | 07       | Ven SB | 101   | \$ 116,300                                       | \$ 116,300                     | HOV Lanes, Mussel Shoals to Casitas Pass Road                             |                   | 05/31/10   | 04/30/10         | 01/18/11 | 07/31/15 |

Second Quarter FY 2008-09

Status as of 12/31/08

-  Milestone Completed
-  Awarded
-  Milestone Completed ahead of Schedule
-  Awarded ahead of Schedule
-  Milestone Behind Schedule
-  Award Behind Schedule

# CMIA Project Action Plan Report

## Second Quarter FY 2008-09

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

### **(1) Potential Projects to Watch**

| ID | D  | Co | Rte | Project Title                             | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance                |
|----|----|----|-----|---|---------------------|--------------------|-------------------------|
| 8  | 40 | CC | 80  | I-80 Integrated Corridor Mobility Project | \$55,300            | \$63,400           | Schedule (all)<br>Scope |

**Project Action Plan:**

This is an Intelligent Transportation Systems (ITS) project to incorporate corridor management along the I-80 corridor. The scope of work includes completion of a vehicle detection system network, purchase of ITS hardware and software, and installation of an active traffic management system. Staff met with commission staff in January and will submit a revised project action plan in the third quarter to combine this project with the Traffic Light Synchronization Program (TLSP bond program) funded project on San Pablo Ave, a parallel arterial to I-80 to coordinate ITS on both routes. The combined project will then be split for delivery purposes into six contracts, comprised of two procurement contracts and four construction contracts. The project action plan also addresses the schedule variances for the project in PAED, End Design, and End ROW. In addition, the Start Construction (award) milestone will be revised from July 2009 to October 2009 based on the first contract, and the End Construction milestone will be revised from Oct 2011 to Oct 2012 based on the last contract. The schedule variance is due to delays in starting the project, as well as better assessment of how to effectively deliver the project.

| ID | D | Co  | Rte | Project Title  | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance              |
|----|---|-----|-----|----------------|---------------------|--------------------|-----------------------|
| 25 | 3 | Pla | 65  | Lincoln Bypass | \$73,715            | \$324,000          | Des, RW Sup<br>RW Cap |

**Project Action Plan:**

There are significant project savings as a result of the bids received and the amount committed when the project was awarded. Project action plan proposes to transfer savings to cover cost components that are higher than approved in the baseline agreement, and transfer remaining savings into reserve for future use in the corridor.

A CMIA baseline amendment reflecting support and right of way adjustments is slated for action in March. A concurrent allocation revision to revise the allocation amount and to allocate the programmed STIP is also on the March agenda.

| ID | D | Co  | Rte | Project Title                              | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--|---------------------|--------------------|----------|
| 35 | 8 | SBd | 215 | I-215 North Segments 1&2, HOV & Mixed Flow | \$49,120            | \$424,085          | None     |

**Project Action Plan:**

A CMIA Program Amendment was approved by the CTC on June 26, 2008 which shifted funds from construction to right of way (Transfer of \$25 million). The amendment was based on updated right of way data sheets indicating increased right of way capital costs in April 2008. In addition, an evaluation of the engineer's construction cost estimate at that time supported a lower construction capital cost. While recent bid prices may support such a reduction, this project is to be monitored to

ensure that when the project is delivered sufficient funds need to be available to fund the estimated cost at time of planned allocation. The capital costs for both right of way and construction are being monitored frequently. At the end of July, an independent FHWA Cost Estimate Review was performed on the I-215 corridor. This review supported the revised lower construction capital cost. Plan approval on both the roadway and structures plans is anticipated this week and are in the process of again evaluating the engineer's construction capital cost estimate to confirm the adequacy of the programming. Currently SANBAG and Caltrans are working together to confirm all expenditures to date and to review current estimates to complete. If it is shown there needs to be funding adjustments either from updates on the construction capital cost estimates or the right of way capital cost estimates, a new project action plan would be submitted.

Potential sources of additional funding could come from previously allocated TCRP funding and/or Projects of National Regional Significance (PNRS - a federal earmark program) funding already allocated to the I-215 corridor.

| ID | D | Co  | Rte | Project Title                               | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance      |
|----|---|-----|-----|---|---------------------|--------------------|---------------|
| 40 | 5 | SCr | 1   | Route 1 Soquel to Morrissey Auxiliary Lanes | \$16,190            | \$22,058           | Scope, ConCap |

**Project Action Plan:**

Project Action Plan and Narrative was submitted May/June 2008. It was determined that CTC would not act on the scope change until after the environmental process was completed. The project proposes to add a bicycle lane and pedestrian improvements to the La Fonda Overcrossing, to defer the bicycle and pedestrian access improvements at the Morrissey IC, and to use the cost savings to replace the La Fonda Overcrossing. The Draft Environmental Document and Draft Project Report was circulated to the CTC and approved in December 2008. PA&ED is on schedule for June 2009.

**(2) Program amendments that were approved by the Commission during the past quarter.**

| ID | D | Co  | Rte | Project Title                                   | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------|
| 4  | 4 | Ala | 580 | I-580 / Isabella Interchange – Corridor Project | \$68,000            | \$153,000          | None     |

**Project Action Plan:**

Project action plan phased construction of project into three separate construction contracts and distributed approved budget into each project as needed.

These changes were approved as a CMIA Program Amendment with a concurrent Allocation for the first project at the October meeting.

| ID | D | Co  | Rte | Project Title      | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance     |
|----|---|-----|-----|--------------------|---------------------|--------------------|--------------|
| 26 | 3 | Pla | 80  | Pla-80 HOV Phase 2 | \$8,484             | \$47,577           | None         |
| 27 | 3 | Pla | 80  | Pla-80 HOV Phase 3 | \$40,516            | \$66,905           | Scope, Costs |

**Project Action Plan:**

Project action plan transferred construction bid savings from Phase 2 project to Phase 3A project and added additional local funds to fully fund added scope and all project components.

These changes were approved as a CMIA Program Amendment and revised Allocation at the December meeting.

**(3) Project changes that will require Commission action, plan has been submitted for preparing an amendment.**

| ID | D | Co  | Rte | Project Title                             | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------|
| 1  | 4 | Ala | 24  | Route 24 / Caldecott Tunnel – Fourth Bore | \$175,000           | \$420,000          | RWSup    |

**Project Action Plan:**

The project action plan proposes to split the project into four contracts, within the cost and schedule of the approved bond project. The proposed split provides operational improvement before and during construction of the tunnel. The fourth contract for landscaping, funded with local funds, will be removed from baseline schedule reporting. There are also support variances of \$2M in PS&E and \$100k in ROW Support that are corrected by transferring funds from the construction contingency balance (and impacts the Bond pro-rated share of construction capital). It should be noted that the ED for this project, which was previously reported as being challenged in State court, has been resolved.

Approval of a CMIA Program Amendment for these changes was deferred at the February meeting until a funding is available for allocation.

| ID | D | Co  | Rte | Project Title        | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance              |
|----|---|-----|-----|----------------------|---------------------|--------------------|-----------------------|
| 11 | 6 | Kin | 198 | Route 198 Expressway | \$71,600            | \$124,507          | Des, RW Sup<br>RW Cap |

**Project Action Plan:**

Project action plan was prepared and submitted to transfer STIP and TCRP savings from some components to cover overruns in other components, and proposes to split out a follow up landscape mitigation project. STIP and TCRP components are within their available funds. There is a proposed construction capital savings of \$7 million in CMIA funds proposed to be put in reserve. There are no scope or schedule changes. Project action plan requires a CMIA, TCRP and STIP amendment.

The STIP amendment was noticed at the January 2008 Commission meeting. Action is deferred until a funds are available to allocate for construction.

| ID | D | Co  | Rte | Project Title                    | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance        |
|----|---|-----|-----|----------------------------------|---------------------|--------------------|-----------------|
| 34 | 8 | SBd | 210 | State Route 210 / 215 Connectors | \$22,000            | \$96,204           | DesSup, End Des |
| 36 | 8 | SBd | 215 | I-215 North Segment 5            | \$59,000            | \$66,676           | DesSup          |

**Project Action Plan:**

Project action plan has been submitted to fund Design, Construction support, and Construction capital cost variances, and to amend the Construction schedule of the SR210/ I-215 project to match I-215 Segment 5. With the two projects being combined for construction, the two schedules need to be consistent. It is also proposed to change the implementing agency for construction from SANBAG to Caltrans. To be in compliance with policy when Caltrans is the construction-implementing agency, it is recommended the construction support budget be segregated from the construction capital budget. As a combined project, it is recommended that \$10M of CMIA funds be transferred from I-215 North Segment 5 to SR-210/I-215 Connector project. The transfer of funds and the associated construction quantities, will simply track the separate project costs in construction, while not impacting the overall construction cost. Furthermore, an additional \$550,000 of local funds (Measure I) will be programmed under construction in order for SANBAG to pay for design consultant support during construction. There is a Design cost variance of \$524,000 and \$866,000 for I-215 and State Route 210/215 connector respectively. These cost variances will be funded using local funds (Measure I Funds). The final PS&E from SANBAG has

been accepted by Caltrans HQ OE. District 8, HQ OE, SANBAG and their consultants will evaluate the unit costs as submitted and adjust them in accordance with the current economic trend. This adjusted estimate will be available by February 2009 and is expected to be less than the current construction cost estimate.

Approval of a CMIA Program Amendment for the cost, schedule, and implementing agency changes was deferred at the February 2009 CTC Meeting until funding is available for allocation.

**(4) Project changes that will require Commission action, preparation of a plan has just started.**

| ID | D  | Co  | Rte | Project Title      | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance              |
|----|----|-----|-----|--------------------|---------------------|--------------------|-----------------------|
| 6  | 10 | Cal | 4   | Angels Camp Bypass | \$4,438             | \$61,552           | Support (4)<br>RW Cap |

**Project Action Plan:**

The district is communicating with Calaveras COG the status of the project and anticipated funds needed to complete the project. The next meeting to discuss costs will be in February. The project is in construction and is nearly 50% complete. There is a \$4.4 million Bond contribution to the Construction capital cost of the project. The remaining \$57.1 million cost of the project including all support components was funded with STIP program funds. There are two major issues that have had an impact on the projects overall budget. One of the current issues having an impact on construction support costs (additional \$1.8 million needed) is the ongoing Archaeological monitoring and Native American coordination that was not included in the original scope of work which was necessitated by discoveries during construction. The other issue that has had an impact to support and right of way costs during previous design phase and has continued on during construction is right of way acquisition. There are three remaining parcels to be acquired and they will likely be determined through legal action. Right of way support costs (additional \$490,000 needed) have been impacted by the effort needed to acquire, negotiate, and prepare for legal actions to acquire right of way for the project. Right of Way capital costs (additional \$336,000 needed) are due to final negotiated prices and court settlement costs. This project was adopted into the CMIA bond program after STIP construction capital funds were voted. At that time, the projects "project development" support costs (PAED and Design) were found to be within 120 percent of the program amount, and no further adjustment was made to the programmed STIP support components pursuant to STIP Guidelines.

| ID | D | Co | Rte | Project Title                                   | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance      |
|----|---|----|-----|---|---------------------|--------------------|---------------|
| 14 | 7 | LA | 5   | I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor | \$73,000            | \$609,539          | DesSup, RWCap |

**Project Action Plan:**

Design support expenditures have exceeded the available budget. The design support overage is expected to be approximately \$14 million. There are some other components that have an estimate to complete budget that also exceeds the component budget. A plan is being developed which identifies savings on some project component and additional savings from a separate project along the same corridor. The plan proposes to balance funding between a total of five projects along the corridor to balance funds and keep the projects overall budget within available funds. The plan will be finalized and submitted in the fourth quarter.

| ID | D | Co  | Rte | Project Title                            | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--|---------------------|--------------------|----------|
| 31 | 3 | Sac | 50  | Hwy 50 Bus/Carpool & Aux Lns & Community | \$80,000            | \$165,000          | RW Sup   |

**Project Action Plan:**

A project action plan will be developed and submitted in the fourth quarter to detail right of way support expenditures and mitigation costs. The right of way support costs were higher due to the effort to reduce and minimize right of way impacts to property owners along the corridor. As a result, the right of way capital expenditures were reduced significantly and will be used to offset the overrun. In addition, settlement was reached recently on a lawsuit challenging the project. The cost to mitigate the lawsuit is available from the projects overall budget and the project remains within the total project budget.

| ID | D  | Co  | Rte | Project Title                                | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance                                 |
|----|----|-----|-----|--|---------------------|--------------------|--|
| 51 | 10 | Sta | 219 | SR 219 Expwy, Phase 2 (Morrow Rd to Rte 108) | \$18,813            | \$50,500           | Des, RW Sup<br>Schedule (all)<br>Con Sup |

**Project Action Plan:**

A detailed traffic analysis has identified a need for additional improvements in order to meet the committed benefits of the project. Furthermore, at 95% design, it was determined that an additional 120 construction working days was needed to construct the project. Due to these changes, the current estimates show an additional funding need of \$3.54M for the support components \$1.37M for Design, \$1.32M for Right-of-Way support, and \$848,000 for construction support. All support components are currently programmed with RIP funds. The team proposes to transfer \$3.54M in CMIA savings from Phase 1 project construction capital to Phase 2 project construction capital. The existing programmed RIP funds of \$3.54M in Phase 2 construction capital will be transferred to fund shortfalls in the support components. Right of Way and Construction capital components remain fully funded.

A project action plan will be submitted during the 3rd Quarter of FY 08/09 to propose the transfer of funds between Phase 1 and 2 and prepare for the STIP and CMIA amendment for corridor adjustments.

| ID | D  | Co  | Rte | Project Title                               | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance    |
|----|----|-----|-----|---|---------------------|--------------------|-------------|
| 52 | 10 | Sta | 219 | Route 219 Expwy Phase 1 (SR99 to Morrow Rd) | \$14,760            | \$50,496           | Des, RW Sup |

**Project Action Plan:**

The construction contract was awarded June 19, 2008 with a nearly \$5 million award savings in CMIA funds.

There are currently over-expenditures in Design (\$68,000) and Right-of-Way support (\$54,000). A project action plan will be submitted during the 3rd Quarter of FY 08/09 to propose the transfer of CMIA funds from Phase 1 Construction Capital to Phase 2 Construction Capital and prepare for the STIP and CMIA amendment for corridor adjustments.

| ID | D  | Co  | Rte | Project Title               | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance              |
|----|----|-----|-----|-----------------------------|---------------------|--------------------|-----------------------|
| 53 | 10 | Tuo | 108 | East Sonora Bypass Stage II | \$17,233            | \$65,920           | Des, Con Cap<br>Scope |

**Project Action Plan:**

Discussions have been ongoing with the Tuolumne County Transportation Council (TCTC) regarding project costs and options for dealing with the forecasted funding shortfalls. A project action plan is being developed and will be submitted in the fourth quarter to detail the final plan to deal with funding needed for Design and Construction. One of the options being proposed is to downscope portions of the project to keep it as close to the original budget as possible.

| ID | D | Co  | Rte | Project Title                             | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance    |
|----|---|-----|-----|---|---------------------|--------------------|-------------|
| 54 | 7 | Ven | 101 | HOV Lns, Mussel Shoals to Casitas Pass Rd | \$131,600           | \$151,470          | RW Sup, Cap |

**Project Action Plan:**

A project action plan will be developed and submitted in the fourth quarter to detail additional costs needed for Design and Right of Way. The additional costs are primarily due to additional costs needed to deal with railroad requirements.

**(5) Project changes that were approved by the Project Team during the past quarter.**

| ID | D  | Co  | Rte | Project Title                                | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance    |
|----|----|-----|-----|--|---------------------|--------------------|-------------|
| 20 | 12 | Ora | 22  | SR-22/I-405/I-605 HOV Conn with ITS Elements | \$200,000           | \$400,000          | End Des, RW |

**Project Action Plan:**

Previously, a project action plan was submitted in the fourth quarter of FY 2007-2008 to delay the construction award date and other preceding milestones. The project schedule was subsequently revised and pulled in keeping the award date within the date approved in the baseline agreement. There was a minor slip in the end dates for design and right of way, which have been approved by the Project Team and documented in the previous project action plan which was signed by district, project sponsor and implementing agency managers.

**(6) Project changes identified this quarter likely to be approved by Project Team with funding Partners.**

| ID | D | Co  | Rte | Project Title            | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance    |
|----|---|-----|-----|--------------------------|---------------------|--------------------|-------------|
| 15 | 5 | Mon | 1   | Salinas Road Interchange | \$37,061            | \$48,516           | Des, RW Cap |

**Project Action Plan:**

New estimate for STIP funded preliminary engineering (PAED and Design) is \$592,000 above budget, with an estimate at complete of 110 percent of the programmed budget. New estimate for STIP funded right of way capital is \$373,000 above budget, with an estimate at completion of 108 percent of the programmed budget. Pursuant to STIP guidelines, no further action is needed on these STIP funded components. The bond-funded components for construction capital and construction support are within the approved budget.

| ID | D | Co  | Rte | Project Title                        | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance  |
|----|---|-----|-----|--------------------------------------|---------------------|--------------------|-----------|
| 16 | 4 | Mrn | 101 | Hwy 101 Marin-Sonoma Narrows Project | \$82,400            | \$202,799          | PAED Date |

**Project Action Plan:**

PAED milestone has been delayed 5 months, from Oct 2008 to March 2009, pending final approval of the Biological Opinion from USFWS to complete the environmental document and subsequent project approvals. As long as PAED is completed by June 2009, it is anticipated that the project will meet its approved RTL and Start construction dates. The Environmental Document covers the entire Marin-Sonoma Narrows project, of which the CMIA project is less than one-third of the total cost.

| ID | D | Co  | Rte | Project Title                           | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------|
| 17 | 7 | Mrn | 580 | WB 1-580 to NB US 101 Conn Improvements | \$20,000            | \$20,000           | End Des  |

**Project Action Plan:**

The design date has slipped, resulting in an impact of a schedule variance of 3 months for start construction (award), from March to June 2009. The schedule variance is due to the need to refine the project plans to keep the project within budget, while maintaining the CMIA baseline scope. No amendment is needed due to award date remaining within the same quarter.

| ID | D  | Co  | Rte | Project Title                              | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|-----|-----|--|---------------------|--------------------|----------|
| 24 | 12 | Ora | 91  | Add one lane on EB SR91 from SR241 to SR71 | \$71,440            | \$81,408           | Des Sup  |

**Project Action Plan:**

An action plan will be developed and submitted shortly to detail additional costs needed for Design to deal with unanticipated railroad requirements, geotechnical considerations, environmental mitigation measures, changes triggered by impacted property owners resulting in easements, coordination with a future overlapping District 8/RCTC project, and federalizing the project to enable use of potential federal funds. Discussions are underway with commission staff about funding scenarios regarding backfilling bond funds with potential economic stimulus funds and local funds. An effort is underway to accelerate the project ready for construction and to commit funds as early as March 2009.

| ID | D | Co  | Rte | Project Title        | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance    |
|----|---|-----|-----|----------------------|---------------------|--------------------|-------------|
| 29 | 8 | Riv | 91  | HOV Lane Gap Closure | \$157,198           | \$240,277          | Des, RW Sup |

**Project Action Plan:**

Preliminary R/W cost estimate identified Utility Cost increase of \$20 million, and R/W Acquisition cost increase from \$32.782 Million to \$38.135 Million. R/W Cost estimate will be revised from \$32.782 to \$58.135 Million. RCTC is proposing to fund R/W cost increase with CMAQ funds. RCTC and Caltrans continue finalizing the utility and right of way acquisition cost estimates. RCTC will be augmenting additional CMAQ funds to cover R/W cost increase estimated at \$25.353 Million.

| ID | D | Co  | Rte | Project Title                           | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------|
| 38 | 4 | SCI | 101 | US 101 Aux Lns – SR85 to Embarcadero Rd | \$84,930            | \$102,258          | PAED Sup |

**Project Action Plan:**

The reported variance of about \$400k in expected over-expenditures during PAED will be addressed by transferring local measure funds from the ROW phase of the project, which is expected, to under-run. Final accounting will be done when the PAED phase is complete, currently targeted for July 2009. At the completion of the environmental process, the scope of this project is proposed to extend the existing dual HOV lanes in addition to the original auxiliary lanes base scope. This scope modification will be highlighted to CTC via submittal of the DED and FED, and a joint VTA/Caltrans letter, per CTC's request from the briefing on December 10, 2008. The construction cost is still estimated to meet the CMIA baseline budget. A plan will be submitted to adjust the project budget this summer after work on the PAED is finalized and a better estimate of final PAED costs can be determined.

| ID | D  | Co | Rte | Project Title                                    | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance     |
|----|----|----|-----|--|---------------------|--------------------|--------------|
| 42 | 11 | SD | 5   | I-5 North Coast Corridor – Stage 1A – Project #2 | \$57,500            | \$102,000          | PAED, DesSup |

**Project Action Plan:**

Project action plan submitted indicates variances can be handled by applying right of way cost savings to cover other components.

| ID | D  | Co | Rte | Project Title         | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|----|----|-----|-----------------------|---------------------|--------------------|----------|
| 44 | 10 | SJ | 205 | I-205 Auxiliary Lanes | \$25,000            | \$51,600           | Con Sup  |

**Project Action Plan:**

Upon completion of PA&ED, estimates were updated in the Project Report. Based on the updated cost estimates, the project is projecting an overall savings. The project development team determined that there is a funding shortfall of \$342,000 in construction support. The team will further re-evaluate the resources once the 65% design package is submitted for review to further reduce the cost estimate for construction management. There are currently projected savings in Design (\$1M) and Right-of-Way (\$1.2M) that could be used to fund the construction support shortfall. Both the Design and Right-of-Way components are funded by San Joaquin Council of Governments administered Local Sales Tax (Measure K). The project is well under the overall programmed budget at this time. SJCOG is currently taking the necessary steps to transfer Measure K funds between components to cover the \$342,000 shortfall in construction support.

A Board Resolution (No, R-24-09) was prepared in January to document this action and support CMIA funding allocation for 09/10 FY.

**CMIA Program Project Expenditures**  
Second Quarter FY 2008-09

| #  | D  | CO      | RTE | PROJECT DESCRIPTION   | Environmental (PAED) Support (1,000's) |         |         | Design Support (1,000's) |         |         | Right of Way (1,000's) |         |         | Construction (1,000's) |         |         | Capital   |         |         |         |        |
|--|----|---------|-----|---|--|---------|---------|--------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-----------|---------|---------|---------|--------|
|  |    |         |     |   | Agency                                 | Appd    | Exp     | Agency                   | Appd    | Exp     | Agency                 | Appd    | Exp     | Agency                 | Appd    | Exp     |           | Agency  | Appd    | Exp     |        |
|  |    |         |     |   | Support                                | Support | Support | Support                  | Support | Support | Support                | Support | Support | Support                | Support | Support |           | Support | Support | Support |        |
| 1  | 04 | Ala     | 24  | State Route 24 Caldecott Tunnel - Fourth Bore               | Caltrans                               | 20,500  | 19,882  | Caltrans                 | 31,100  | 22,443  | Caltrans               | 200     | 249     | Caltrans               | 800     | 46      | Caltrans  | 22,400  | 0       | 345,000 | 0      |
| I-580 Eastbound HOV Lane - Greenville to Hacedina - Corridor Project |    |         |     |   |  |         |         |                          |         |         |                        |         |         |                        |         |         |           |         |         |         |        |
|  |    |         |     | Corridor Project #1 (EA 29084)                              | ACMA                                   | 5,700   | 5,700   | ACMA                     | 470     | 470     | ACMA                   | 0       | 0       | ACMA                   | 0       | 0       | Caltrans  | 5,700   | 1,462   | 47,410  | 16,609 |
|  |    |         |     | Corridor Project #2 (EA 29083)                              | ACMA                                   | 6,300   | 6,300   | ACMA                     | 530     | 530     | ACMA                   | 0       | 0       | ACMA                   | 0       | 0       | Caltrans  | 6,905   | 0       | 58,591  | 0      |
|  |    |         |     | Corridor Project #3 (EA 29085)                              | ACMA                                   | 0       | 0       | ACMA                     | 700     | 700     | ACMA                   | 0       | 0       | ACMA                   | 0       | 0       | Caltrans  | 2,535   | 0       | 19,028  | 0      |
|  |    |         |     | Corridor Summary  |  | 12,000  | 12,000  |                          | 1,700   | 1,000   |                        | 0       | 0       |                        | 0       | 0       |           | 15,140  | 1,462   | 125,029 | 16,609 |
| 3  | 04 | Ala     | 580 | I-580 Westbound HOV Lane - Greenville to Foothill           | ACMA                                   | 10,000  | 3,500   | ACMA                     | 2,000   | 250     | ACMA                   | 500     | 0       | ACMA                   | 2,500   | 0       | Caltrans  | 15,600  | 0       | 114,800 | 0      |
| I-580 / Isabel Interchange - Corridor Project                        |    |         |     |   |  |         |         |                          |         |         |                        |         |         |                        |         |         |           |         |         |         |        |
|  |    |         |     | Corridor Project #1 (EA 17131)                              | Livermore                              | 4,200   |         | Livermore                | 9,500   |         | Livermore              | 0       | 0       | Livermore              | 3,300   | 0       | Livermore | 0       | 0       | 37,400  | 0      |
|  |    |         |     | Corridor Project #2 (EA 17132)                              | Livermore                              | 1,300   |         | Livermore                | 400     |         | Livermore              | 0       | 0       | Livermore              | 1,900   | 0       | Livermore | 0       | 0       | 7,300   | 0      |
|  |    |         |     | Corridor Project #3 (EA 17133)                              | Livermore                              | 5,600   |         | Livermore                | 3,100   |         | Livermore              | 0       | 0       | Livermore              | 18,800  | 0       | Caltrans  | 8,000   | 0       | 52,200  | 0      |
|  |    |         |     | Corridor Summary  |  | 11,100  | 3,100   |                          | 13,000  | 9,500   |                        | 0       | 0       |                        | 24,000  | 19,500  |           | 8,000   | 0       | 96,900  | 0      |
| 5  | 04 | Ala     | 880 | I-880 SB HOV Ln Extension - Hegenberger to Marina Boulevard | ACMA                                   | 4,520   | 1,720   | ACMA                     | 6,980   | 345     | ACMA                   | 1,900   | 0       | ACMA                   | 0       | 0       | Caltrans  | 10,900  | 0       | 83,700  | 0      |
| 6  | 10 | Cal     | 4   | Angels Camp Bypass  | Caltrans                               | 1,678   | 1,686   | Caltrans                 | 3,374   | 4,326   | Caltrans               | 2,335   | 2,566   | Caltrans               | 18,600  | 18,236  | Caltrans  | 3,600   | 2,846   | 31,965  | 17,828 |
| 7  | 04 | CC      | 4   | State Route 4 East Widening from Somersville to Route 160   | CCTA                                   | 300     | 84      | CCTA                     | 29,000  | 12,100  | CCTA                   | 0       | 0       | CCTA                   | 66,700  | 860     | Caltrans  | 48,700  | 0       | 300,300 | 0      |
| 8  | 04 | Ala     | 80  | I-80 Integrated Corridor Mobility Project                   | ACMA                                   | 1,800   | 504     | ACMA                     | 6,300   | 44      | ACMA                   | 0       | 0       | ACMA                   | 0       | 0       | Caltrans  | 8,200   | 0       | 47,100  | 0      |
| 9  | 03 | ED      | 50  | US 50 HOV Lanes - Phase 1                                   | ED Co DOT                              | 0       | 0       | ED Co DOT                | 3,000   | 3,000   | ED Co DOT              | 100     | 21      | ED Co DOT              | 100     | 0       | ED Co DOT | 3,560   | 169     | 37,808  | 974    |
| 10   | 06 | Ker     | 46  | Route 46 Expressway - Segment 3                             | Caltrans                               | 450     | 438     | Caltrans                 | 4,795   | 2,170   | Caltrans               | 1,055   | 739     | Caltrans               | 10,603  | 980     | Caltrans  | 9,900   | 0       | 67,229  | 0      |
| 11   | 06 | Kin Tul | 198 | Route 198 Expressway  | Caltrans                               | 3,393   | 1,982   | Caltrans                 | 5,056   | 5,685   | Caltrans               | 2,537   | 2,995   | Caltrans               | 12,981  | 13,929  | Caltrans  | 10,000  | 0       | 91,894  | 0      |

**CMIA Program Project Expenditures**  
Second Quarter FY 2008-09

| #  | D  | CO      | RTE | PROJECT DESCRIPTION  | Environmental (PAED) Support (1,000's) |         |         | Design Support (1,000's) |         |         | Right of Way (1,000's) |         |         | Construction (1,000's) |          |         | Capital |         |         |     |
|--|----|---------|-----|--|--|---------|---------|--------------------------|---------|---------|------------------------|---------|---------|------------------------|----------|---------|---------|---------|---------|-----|
|  |    |         |     |  | Agency                                 | Appd    | Exp     | Agency                   | Appd    | Exp     | Agency                 | Appd    | Exp     | Agency                 | Appd     | Exp     |         | Agency  | Appd    | Exp |
|  |    |         |     |  | Support                                | Support | Support | Support                  | Support | Support | Support                | Support | Support | Support                | Support  | Support |         | Support | Support |     |
| 12   | 07 | LA      | 405 | I-405 Carpool Lane I-10 To US 101 (Northbound)               | Caltrans                               | 22,000  | 20,845  | 7,245                    | 39,000  | 7,245   | 15,000                 | 34      | 82,000  | 18                     | Metro    | 0       | 792,000 | 0       |         |     |
| 13   | 07 | LA      | 5   | I-5 Carpool Lane from Orange County Line to I-605            | Caltrans                               | 19,930  | 18,944  | 4,096                    | 42,391  | 4,096   | 15,523                 | 53      | 507,073 | 3                      | Caltrans | 80,064  | 575,543 | 0       |         |     |
| Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project |    |         |     |  |  |         |         |                          |         |         |                        |         |         |                        |          |         |         |         |         |     |
|  |    |         |     | Corridor Project #1 (EA 12181)                               | Caltrans                               | 780     | 698     | 10,912                   | 8,300   | 10,912  | 850                    | 1,076   | 7,000   | 905                    | Caltrans | 12,000  | 151     | 92,001  | 0       |     |
|  |    |         |     | Corridor Project #2 (EA 12184)                               | Caltrans                               | 1,300   | 1,140   | 13,278                   | 12,320  | 13,278  | 1,800                  | 623     | 11,000  | 43                     | Caltrans | 12,718  | 0       | 150,000 | 0       |     |
| 14   | 07 | LA      | 5   | Corridor Project #3 (EA 12183)                               | Caltrans                               | 350     | 294     | 3,569                    | 4,700   | 3,569   | 570                    | 66      | 6,000   | 17                     | Caltrans | 5,024   | 0       | 34,200  | 0       |     |
|  |    |         |     | Corridor Project #4 (EA 12182)                               | Caltrans                               | 1,700   | 1,544   | 18,510                   | 16,000  | 18,510  | 1,980                  | 425     | 36,500  | 34                     | Caltrans | 11,500  | 0       | 180,947 | 0       |     |
|  |    |         |     | Corridor Summary   |  | 4,130   | 3,676   | 41,320                   | 41,320  | 46,269  | 5,200                  | 2,190   | 60,500  | 999                    |          | 41,242  | 151     | 457,148 | 0       |     |
| 15   | 05 | Mon     | 1   | Salinas Road Interchange                                     | Caltrans                               | 3,068   | 2,899   | 3,404                    | 2,950   | 3,404   | 757                    | 515     | 4,680   | 648                    | Caltrans | 4,428   | 0       | 32,633  | 0       |     |
| Highway 101 Marin-Sonoma Narrows Project - Corridor                      |    |         |     |  |  |         |         |                          |         |         |                        |         |         |                        |          |         |         |         |         |     |
|  |    |         |     | Corridor Project #1 (EA 26407)                               | Caltrans                               | 8,200   | 8,200   | 30                       | 3,160   | 30      | 2,210                  | 1       | 22,080  | 0                      | Caltrans | 4,150   | 0       | 27,640  | 0       |     |
|  |    |         |     | Corridor Project #2 (EA 26408)                               | Caltrans                               | 7,600   | 5,791   | 45                       | 4,380   | 45      | 919                    | 0       | 9,190   | 0                      | Caltrans | 4,690   | 0       | 31,270  | 0       |     |
| 16   | 04 | Mtn     | 101 | Corridor Project #3 (EA 26406)                               | Caltrans                               | 8,600   | 8,600   | 763                      | 4,920   | 763     | 110                    | 2       | 1,100   | 0                      | Caltrans | 8,160   | 0       | 54,420  | 0       |     |
|  |    |         |     | Corridor Summary   |  | 24,400  | 25,140  | 838                      | 12,460  | 838     | 3,239                  | 3       | 32,370  | 0                      |          | 17,000  | 0       | 113,300 | 0       |     |
| 17   | 04 | Mtn     | 580 | Westbound I-580 to Northbound US 101 Connector Improvements  | TAM                                    | 1,300   | 1,268   | 1,454                    | 2,900   | 1,454   | 0                      | 0       | 500     | 0                      | Caltrans | 2,100   | 0       | 13,200  | 0       |     |
| 18   | 04 | Nap Sol | 12  | SR 12 Jameson Canyon Widening - Phase 1                      | Caltrans                               | 7,300   | 7,299   | 656                      | 7,550   | 656     | 2,350                  | 31      | 16,600  | 0                      | Caltrans | 10,000  | 0       | 95,700  | 0       |     |
| 19   | 03 | Nev     | 49  | Route 49 La Barr Meadows Widening                            | Caltrans                               | 2,900   | 2,853   | 2,500                    | 2,600   | 2,500   | 1,500                  | 1,083   | 9,000   | 1,277                  | Caltrans | 3,500   | 0       | 21,000  | 0       |     |
| 20   | 12 | Ora     | 22  | SR-22 / I-405 / I-605 HOV Connector with ITS Elements        | OCTA                                   | 0       | 0       | 15,786                   | 26,000  | 15,786  | 0                      | 0       | 28,500  | 5,700                  | Caltrans | 54,500  | 0       | 291,000 | 0       |     |
| 21   | 12 | Ora     | 57  | Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road    | OCTA                                   | 1,662   | 1,190   | 6,256                    | 12,240  | 6,256   | 200                    | 42      | 1,350   | 1                      | Caltrans | 18,360  | 0       | 106,188 | 0       |     |
| 22   | 12 | Ora     | 57  | Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave | OCTA                                   | 1,176   | 1,027   | 200                      | 3,528   | 200     | 150                    | 0       | 1,540   | 0                      | Caltrans | 5,292   | 0       | 29,400  | 0       |     |



**CMIA Program Project Expenditures**  
Second Quarter FY 2008-09

| #  | D  | CO  | RTE | PROJECT DESCRIPTION                                       | Environmental (PAED) Support (1,000's) |       |       | Design Support (1,000's) |          |        | Right of Way (1,000's) |          |       | Construction (1,000's) |        |       | Capital  |         |       |         |        |
|--|----|-----|-----|---|--|-------|-------|--------------------------|----------|--------|------------------------|----------|-------|------------------------|--------|-------|----------|---------|-------|---------|--------|
|  |    |     |     |   | Agency                                 | Appd  | Exp   | Agency                   | Appd     | Exp    | Agency                 | Appd     | Exp   | Agency                 | Appd   | Exp   |          | Agency  | Appd  | Exp     |        |
|  |    |     |     |   | Support                                |       |       | Support                  |          |        | Support                |          |       | Support                |        |       |          | Support |       |         |        |
| <b>Legend</b><br><span style="background-color: #ffff00; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Costs within Approved Budget Estimate At Completion greater than Approved Budget<br><span style="background-color: #ffcccc; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Expenditures exceed Approved Budget |    |     |     |   |  |       |       |                          |          |        |                        |          |       |                        |        |       |          |         |       |         |        |
| 38   | 04 | SCI | 101 | US 101 Aux Lanes - State Route 85 to Embarcadero Rd       | SCVTA                                  | 3,534 | 2,941 | 0                        | SCVTA    | 7,182  | 0                      | SCVTA    | 0     | 0                      | 6,612  | 10    | Caltrans | 11,080  | 0     | 73,850  | 0      |
| 39   | 04 | SCI | 880 | I-880 Widening (SR 237 to US 101)                         | SCVTA                                  | 5,500 | 2,387 | 665                      | SCVTA    | 6,200  | 665                    | SCVTA    | 0     | 0                      | 8,100  | 0     | Caltrans | 9,810   | 0     | 65,390  | 0      |
| 40   | 05 | SCR | 1   | Highway 1 Soquel to Morrissey Auxiliary Lanes             | SCCRTC                                 | 1,900 | 1,481 | 0                        | SCCRTC   | 1,261  | 0                      | Caltrans | 205   | 0                      | 352    | 0     | Caltrans | 2,700   | 0     | 15,640  | 0      |
| <b>Managed Lanes South Segment - Corridor Project</b>  |    |     |     |   |  |       |       |                          |          |        |                        |          |       |                        |        |       |          |         |       |         |        |
|  |    |     |     | Corridor Project #1 (EA 27093)                            | Caltrans                               | 0     | 0     | 6,690                    | Caltrans | 15,760 | 6,690                  | Caltrans | 685   | 280                    | 1,022  | 92    | Caltrans | 14,739  | 3,904 | 90,000  | 24,448 |
|  |    |     |     | Corridor Project #2 (EA 27091)                            | Caltrans                               | 0     | 0     | 6,092                    | Caltrans | 19,606 | 6,092                  | Caltrans | 100   | 15                     | 25     | 3     | Caltrans | 14,025  | 3,260 | 85,000  | 12,285 |
| 41   | 11 | SD  | 15  | Corridor Project #3 (EA 27092)                            | Caltrans                               | 0     | 0     | 10,578                   | Caltrans | 15,523 | 10,578                 | Caltrans | 1,000 | 330                    | 3,448  | 56    | Caltrans | 21,236  | 1,734 | 125,000 | 21,359 |
|  |    |     |     | Corridor Project #4 (EA 27095)                            | Caltrans                               | 2,970 | 2,910 | 0                        | Caltrans | 5,740  | 0                      | Caltrans | 1,929 | 75                     | 11,100 | 1     | Caltrans | 6,200   | 0     | 28,859  | 0      |
|  |    |     |     | Corridor Summary  |  | 2,970 | 2,910 | 56,629                   |          | 23,360 |                        |          | 3,714 | 700                    | 15,595 | 152   |          | 56,200  | 8,898 | 328,859 | 58,092 |
| <b>I-5 North Coast Corridor - Stage 1A - Corridor Project</b>  |    |     |     |   |  |       |       |                          |          |        |                        |          |       |                        |        |       |          |         |       |         |        |
|  |    |     |     | Corridor Project #1 (EA 2380U)                            | Caltrans                               | 3,626 | 0     | 1,361                    | Caltrans | 0      | 1,361                  | Caltrans | 0     | 28                     | 0      | 0     | Caltrans | 6,000   | 4,878 | 43,038  | 32,360 |
| 42   | 11 | SD  | 5   | Corridor Project #2 (EA 27040)                            | Caltrans                               | 1,000 | 1,319 | 4,916                    | Caltrans | 4,800  | 4,916                  | Caltrans | 900   | 241                    | 8,000  | 4,500 | Caltrans | 10,300  | 0     | 77,000  | 0      |
|  |    |     |     | Corridor Summary  |  | 4,626 | 1,319 | 4,800                    |          | 6,277  |                        |          | 900   | 269                    | 8,000  | 4,500 |          | 16,300  | 4,878 | 120,038 | 32,360 |
| 43   | 02 | Sha | 5   | Cottonwood Hills Truck Climbing Lane                      | Caltrans                               | 1,470 | 305   | 530                      | Caltrans | 1,920  | 530                    | Caltrans | 966   | 3                      | 185    | 0     | Caltrans | 2,100   | 0     | 20,802  | 0      |
| 44   | 10 | SJ  | 205 | I-205 Auxiliary Lanes                                     | SJCOG                                  | 1,169 | 1,145 | 300                      | SJCOG    | 4,830  | 300                    | SJCOG    | 100   | 0                      | 1,150  | 0     | Caltrans | 3,758   | 0     | 40,653  | 0      |
| 45   | 05 | SLO | 46  | Route 46 Corridor Improvements (Whitley 1)                | Caltrans                               | 0     | 0     | 3,656                    | Caltrans | 6,400  | 3,656                  | Caltrans | 1,200 | 783                    | 10,400 | 839   | Caltrans | 7,000   | 0     | 80,000  | 0      |
| 46   | 04 | SM  | 101 | Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. | Caltrans                               | 5,200 | 4,071 | 275                      | Caltrans | 8,525  | 275                    | Caltrans | 496   | 72                     | 4,910  | 0     | Caltrans | 10,527  | 0     | 81,731  | 0      |

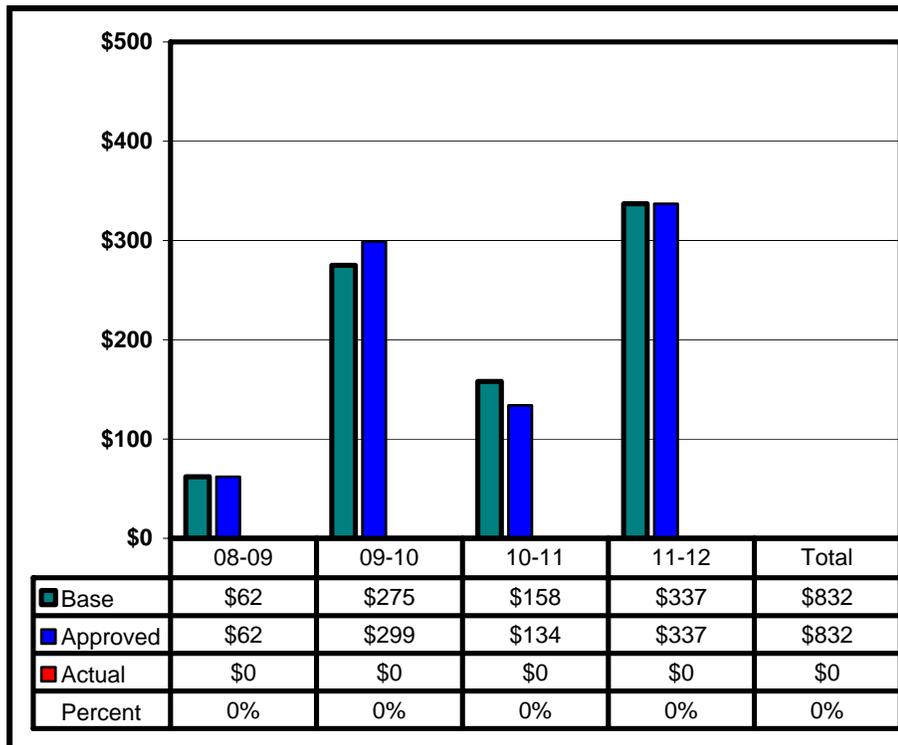


# State Route 99 Corridor Program Status

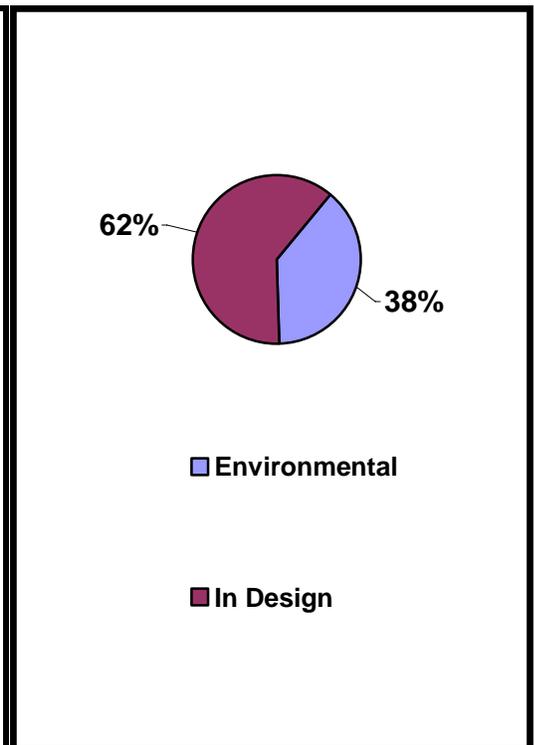
Second Quarter FY 2008-09

In the State Route 99 Corridor bond program budget, \$832 million is to be allocated for construction. There is also \$20 million set aside for bond administrative costs. The balance of \$148 million is for non-construction funded project components including right of way capital and engineering support costs. To date, \$17 million has been allocated for support and right of way. The total of \$17 million committed to date utilizes two percent of the available program funds.

SR99 Bond Construction Capital Allocations (millions)



Projects by Phase



SR99 Bond Funds Committed (millions)

| Component               | Available       | Allocated    | Percent   |
|-------------------------|-----------------|--------------|-----------|
| <b>Construction</b>     | \$ 832          | \$ 0         | 0%        |
| <b>Non-Construction</b> |                 |              |           |
| RW Capital              | 54              | 7            | 13%       |
| Support                 | 94              | 10           | 11%       |
| Subtotal                | 148             | 17           | 7%        |
| Bond Administration     | 20              |              |           |
| <b>Program Total</b>    | <b>\$ 1,000</b> | <b>\$ 17</b> | <b>2%</b> |

Completed Phases

| Phase         | Projects | Percent |
|---------------|----------|---------|
| Environmental | 8        | 62%     |
| Design        | 0        | 0%      |
| Bid Phase     | 0        | 0%      |
| Construction  | 0        | 0%      |

# SR99 Program Progress Report

This report reflects the program delivery status of State Route 99 Corridor bond funds for the 13 projects adopted on March 15, 2007 by the California Transportation Commission. The projects adopted into the program have a current approved overall value of \$1.333 billion including SR99 bond funds for \$980 million.

## Overall Program Status

To date, eight projects have completed the preliminary engineering and environmental evaluation phase, and are currently being designed to prepare plans for construction. It is anticipated that the first SR99 Corridor project will go to construction in August, 2009.

| #  | Co  | Rte | Project                                | Scope | Budget | Schedule | Phase         | %  |
|----|-----|-----|--|-------|--------|----------|---------------|----|
| 1  | But | 99  | Butte SR99 Chico Auxiliary Lanes       | ●     | ●      | ●        | Design        | 65 |
| 2  | Fre | 99  | Island Park 6-Lane                     | ●     | ■      | ●        | Environmental | 70 |
| 3  | Mad | 99  | Reconstruct Interchange at Ave 12      | ●     | ◆      | ●        | Environmental | 70 |
| 4  | Mer | 99  | Freeway Upgrade & Plainsburg Road IC   | ●     | ●      | ●        | Design        | 70 |
| 5  | Mer | 99  | Arboleda Road Freeway                  | ●     | ●      | ●        | Design        | 85 |
| 6  | Sac | 99  | SR 99 / Elverta Road Interchange       | ●     | ●      | ●        | Environmental | 80 |
| 7  | Sac | 99  | Add Aux Ln Calvine to N Mack Rd on 99  | ●     | ◆      | ●        | Design        | 15 |
| 8  | SJ  | 99  | SR 99 (South Stockton) Widening        | ●     | ■      | ●        | Design        | 8  |
| 9  | SJ  | 99  | SR99 Widening in Manteca & San Joaquin | ●     | ●      | ●        | Environmental | 65 |
| 10 | Sut | 99  | SR 99 / Riego Road Interchange         | ●     | ●      | ●        | Design        | 30 |
| 11 | Sut | 99  | Sutter 99 Segment 2                    | ●     | ●      | ●        | Design        | 90 |
| 12 | The | 99  | Los Molinos                            | ●     | ◆      | ◆        | Environmental | 15 |
| 13 | Tul | 99  | Goshen to Kingsburg 6-Lane             | ●     | ●      | ●        | Design        | 50 |

**Legend**

- No known scope, budget or schedule issues.
- ◆ Potential scope, budget or schedule issues.
- Known scope, budget or schedule issues.

## FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted SR99 Corridor program. To date, in FY 2008-09 two projects have completed the preliminary engineering and environmental phase.

## Second Quarter FY 2008-09 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

| Cty | Rte | Project                               | Milestone |
|-----|-----|---------------------------------------|-----------|
| Sac | 99  | Add Aux Ln Calvine to N Mack Rd on 99 | PAED      |

## Program Management

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Attached is a project action plan report that identifies actions being taken to manage project change.

The California Department of Transportation

Second Quarter FY 2008-09

SR99 Program Delivery Report 13 Planned Deliveries

| PROJECT NUMBER | DISTRICT | COUNTY  | ROUTE | ESTIMATED CAPITAL VALUE (\$1,000's) | BOND CAPITAL VALUE (\$1,000's) | PROJECT DESCRIPTION                            | END ENVIRONMENTAL | END DESIGN | END RIGHT OF WAY | AWARD    | CCA      |
|----------------|----------|---------|-------|-------------------------------------|--------------------------------|--|-------------------|------------|------------------|----------|----------|
| 1              | 03       | But     | 99    | \$ 33,352                           | \$ 23,520                      | Butte SR 99 Chico Auxilliary Lanes - Phase II  |                   | 01/02/10   | 03/15/10         | 05/01/10 | 09/01/12 |
| 2              | 06       | Fre Mad | 99    | \$ 75,000                           | \$ 75,000                      | Island Park 6-Lane                             | 04/01/10          | 03/01/12   | 05/01/12         | 09/01/12 | 07/01/16 |
| 3              | 06       | Mad     | 99    | \$ 50,000                           | \$ 43,600                      | Reconstruct Interchange at Avenue 12           | 09/01/09          | 05/01/12   | 07/01/12         | 10/01/12 | 11/01/15 |
| 4              | 10       | Mer     | 99    | \$ 94,700                           | \$ 94,700                      | Freeway Upgrade & Plainsburg Road I/C          |                   | 09/01/10   | 09/01/10         | 01/18/11 | 02/01/14 |
| 5              | 10       | Mer     | 99    | \$ 127,000                          | \$ 127,000                     | Arboleda Road Freeway                          |                   | 01/02/10   | 01/02/10         | 05/18/10 | 06/01/13 |
| 6              | 03       | Sac     | 99    | \$ 24,400                           | \$ 19,110                      | SR 99/Elverta Rd. Interchange                  | 07/01/09          | 12/01/10   | 12/01/10         | 05/01/11 | 01/01/13 |
| 7              | 03       | Sac     | 99    | \$ 6,000                            | \$ 6,000                       | Add Aux Lane Calvine to North of Mack Rd on 99 |                   | 02/01/10   | 04/01/10         | 06/01/10 | 12/01/11 |
| 8              | 10       | SJ      | 99    | \$ 159,000                          | \$ 106,100                     | SR 99 (South Stockton) Widening                | ★                 | 02/01/12   | 01/15/12         | 05/15/12 | 06/01/15 |
| 9              | 10       | SJ      | 99    | \$ 212,800                          | \$ 111,900                     | SR 99 Widening in Manteca and San Joaquin      | 06/01/09          | 10/01/11   | 09/01/11         | 03/01/12 | 07/01/15 |
| 10             | 03       | Sut     | 99    | \$ 21,300                           | \$ 16,110                      | SR 99 / Riego Road Interchange                 | ★                 | 01/01/11   | 03/15/11         | 05/01/11 | 01/01/13 |
| 11             | 03       | Sut     | 99    | \$ 73,126                           | \$ 62,000                      | Sutter 99 Segment 2                            |                   | 04/01/09   | 06/01/09         | 08/01/09 | 05/01/12 |
| 12             | 02       | Teh     | 99    | \$ 4,800                            | \$ 4,800                       | Los Molinos                                    | 10/01/09          | 12/16/10   | 12/16/10         | 03/01/11 | 11/01/12 |
| 13             | 06       | Tul     | 99    | \$ 150,000                          | \$ 141,966                     | Goshen to Kingsburg 6-Lane                     |                   | 02/01/10   | 03/01/10         | 07/01/10 | 08/01/13 |

Second Quarter FY 2008-09

Status as of 12/31/08

-  Milestone Completed
-  Awarded
-  Milestone Completed ahead of Schedule
-  Awarded ahead of Schedule
-  Milestone Behind Schedule
-  Award Behind Schedule

---

# State Route 99 Project Action Plan Report

## Second Quarter FY 2008-09

---

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

|  |
|--|
| <b>(1) Potential Projects to Watch</b> |
|--|

| ID | D  | Co | Rte | Project Title                | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance      |
|----|----|----|-----|------------------------------|---------------------|--------------------|---------------|
| 8  | 10 | SJ | 99  | SR99 South Stockton Widening | \$153,900           | \$250,000          | Support (all) |

**Project Action Plan:**

PA&ED was achieved in October 2008; two months ahead of schedule. Additional resources were spent during PA&ED for public outreach and to refine project alternatives. This led to quick consensus on the preferred alternative with broad local agency and public support by narrowing the footprint and lessening the RW impacts. The team developed a project action plan to address the \$2.9 million overage in PA&ED cost in August 2008 using Right of Way Capital savings. The Department determined it was appropriate to wait until PA&ED closed (November 2008) to capture all costs associated with PA&ED before continuing to process the project action plan. At submission of the Project Report, support resource estimates and cost to complete were updated identifying an additional \$14.1 million needed for PS&E, RW support and Construction support. This need was based on a combination of factors, which include Department salary increases, modified design features for the preferred alternative, and improved estimates to complete using Task Management. The action presented shifts \$12.03 million from RW Capital to the overage in PA&ED, and the projected estimate-to-complete for PS&E and RW support. \$5 million from Construction Capital is to be shifted to cover the projected estimate-to-complete for Construction Support. The total RW Capital savings is \$15.3 million and the total Construction Capital savings is \$6 million, allowing the action to be achieved within the overall approved baseline budget. The project remains on schedule.

The District, with the assistance of SJCOG, is preparing a project action plan to address these matters and we will be submitting this in the 3rd quarter FY 2008-09 along with a future consideration of funding. A STIP amendment is being proposed for action in the 4th quarter FY 2008-09, which will be needed in conjunction with the project action plan.

|   |
|---|
| <b>(2) Program amendments that were approved by the Commission during the past quarter.</b> |
|---|

No projects to report this quarter.

**(3) Project changes that will require Commission action, plan has been submitted for preparing an amendment.**

| ID | D | Co  | Rte | Project Title      | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|--------------------|---------------------|--------------------|----------|
| 2  | 6 | Fre | 99  | Island Park 6-Lane | \$93,000            | \$93,000           | PAED Sup |

**Project Action Plan:**

A project action plan is being developed to transfer Design savings to cover the PAED cost overrun. The reason for the cost change is some of the design work was done earlier than planned while the environmental document was finalized.

**(4) Project changes that will require Commission action, preparation of a plan has just started.**

| ID | D | Co  | Rte | Project Title                       | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|-------------------------------------|---------------------|--------------------|----------|
| 3  | 6 | Mad | 99  | Reconstruct Interchange @ Avenue 12 | \$48,400            | \$68,000           | PAED Sup |

**Project Action Plan:**

A project action plan has been developed and submitted that transfers Design savings to cover the PAED cost overrun. The reason for the cost change is some of the design work was done earlier than planned while the environmental document was finalized. The project action plan also proposes to stage construction of the project by splitting a portion of work (non river impacting work) to be delivered earlier; and delivers the remaining portion of work on the same schedule as approved in the baseline agreement.

| ID | D | Co  | Rte | Project Title                           | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance |
|----|---|-----|-----|---|---------------------|--------------------|----------|
| 7  | 3 | Sac | 99  | Add Aux Ln Calvine to N Mack Rd on SR99 | \$6,860             | \$8,500            | Con Cap  |

**Project Action Plan:**

A project action plan is being prepared to increase the Construction Capital budget by using savings on other project components, particularly PAED and Right of Way Capital components. The overall project remains within the planned project budget. The increase in Construction Capital is to do additional ramp widening work that is needed to accommodate forecasted traffic volumes.

| ID | D | Co  | Rte | Project Title | Bond's \$ (1,000's) | Total \$ (1,000's) | Variance              |
|----|---|-----|-----|---------------|---------------------|--------------------|-----------------------|
| 12 | 2 | Teh | 99  | Los Molinas   | \$4,900             | 6,400              | PAED, RWCap<br>End RW |

**Project Action Plan:**

A project action plan is being prepared to increase the PAED (TFA) budget by using Design (TFA) savings. There is also a need to supplement the Right of Way Capital (SR99 Bond) budget by approximately \$296,000. The reasons for the cost increase include \$151,000 to mitigate project impacts and an additional \$145,000 for Utility and Railroad work that was unanticipated.

**(5) Project changes that were approved by the Project Team during the past quarter.**

No projects to report this quarter.

**(6) Project changes identified this quarter likely to be approved by Project Team with funding Partners.**

No projects to report this quarter.

