

Capital Projects

Quarterly Status Report

Third Quarter FY2022: January 01-March 31, 2022

Report prepared for the June 2, 2022 TA Board Meeting





TABLE OF CONTENTS

Traffic Light Report..... 1

Level 2 Projects

Highways2

00621 – U.S. 101 / Broadway Interchange Project..... 3

00622 – U.S. 101 / Willow Interchange Project 5

00768 – U.S. 101 / Woodside Road Interchange Project..... 7

00782 – San Pedro Creek Bridge Replacement Project 9

00791 – U.S. 101 / Express Lanes Project 11

00793 – Route 1 Safety & Operational Improvements Project (Gray Whale Cove) 13

00795 – U.S. 101 / Holly Street Interchange Project 15

00801 – U.S. 101 / Peninsula Ave Interchange Project..... 17

00803 – U.S. 101 / Produce Avenue Project 19

00805 – Highway 92 / El Camino Real Interchange Project..... 21

00822 – Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar St)..... 23

00823 – Route 1 Safety & Operational Improvements Project (Main Street – Kehoe Avenue) 25

100302 – U.S. 101 Managed Lanes North Project (I-380 to SM/SF County Line)..... 27

100318 – U.S. 101 / SR 92 Interchange Area Improvements Project 29

100319 – U.S. 101 / SR 92 Direct Connector Project..... 31

Caltrain - Grade Separation & Station Improvements..... 33

00812 – Grade Separation Project- 25th Avenue (San Mateo)..... 34

00813 – Grade Separation Project – Broadway (Burlingame) 38

00824 – South San Francisco Station Improvement Project 42

00814 – Grade Separation Study Project – (South Linden Avenue/Scott Street)..... 47

100277 - Grade Separation Study Project – (Whipple Avenue Redwood City)..... 50

100579-Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)52

Level 1 Projects

Ferry Program Project.....55

100654 - Ferry Terminal Project – Redwood City 56

100653 - Ferry Terminal Project – South San Francisco 56

Pedestrian and Bicycle Program Project 57

Pedestrian and Bicycle Program Project Status Update 58

Definition of Terms 59

Abbreviations..... 60

Project Phases 61

Performance Status (Traffic Light) Criteria - Highway Program..... 62

Performance Status (Traffic Light) Criteria - Caltrain Program..... 63

TA QUARTERLY STATUS REPORT

Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q2 FY22	Q3 FY22	Q2 FY22	Q3 FY22	Q2 FY22	Q3 FY22	Q2 FY22	Q3 FY22	
Highways									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	R	G	G	9
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	G	Y	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	Y	R	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	Y	G	G	23
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	27
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	31
Caltrain - Grade Separation & Station Improvements									
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	Y	Y	R	R	R	R	G	G	34
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	R	R	R	R	G	G	38
00824- South San Francisco Station Improvement Project (South San Francisco)	G	G	Y	R	Y	R	G	G	42
00814 – Grade Separation Study Report – (South Linden Avenue/Scott Street)	G	G	G	G	G	G	G	G	47
100277 – Grade Separation Study Project - Whipple Avenue (Redwood City)	G	G	G	G	G	R	G	G	49
100579 – Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)	G	G	G	G	G	G	G	G	52

 = Project On-Hold  = No Issues  = Notable Issues  = Significant Issues

Level 2 Projects Highways

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and Highway Planting Design

Sponsor: City of Burlingame

Scope:



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans was the implementation agency for the construction phase, and was responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way is part of a subsequent contract following completion of the roadway construction contract.

Project Status Summary:

Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project submitted 95% highway planting design to Caltrans.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	08/31/22*	05/06/19	11/30/22

Progress This Quarter:

- (1) Continued to process the PG&E Joint Use Agreement easement
- (2) Continued coordination with US 101 Express Lanes Project
- (3) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame
- (4) Continued with the preparation of 100% landscape design submittal
- (5) Section 83 Quitclaim deed package have been recorded

Future Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps
- (2) City to execute Maintenance Agreement with Caltrans
- (3) Submit 100% landscape design plans
- (4) Resolve landscape design issues related to stock-pile of soil at the interchange
- (5) Record of survey following recordation of Grant Deed

Issues: *The US 101 Express Lanes Project is utilizing the project area for staging until Summer 2022. Based on discussion with Caltrans, the construction of the highway planting will begin after the staging work for the Express Lanes Project is completed in July 2022. There are on-going maintenance responsibilities discussions for highway planting. TA is evaluating schedule impact based on Express Lanes Project schedule and required permit requirements. Schedule will be updated once concurrences from Caltrans and City are received. The design plans will be revised to accommodate the changed conditions due to soil stock-pile left behind by the express lane project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,423,752	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$91,064,468	97%	\$93,738,000	100%

Note: EAC - Estimate at Completion

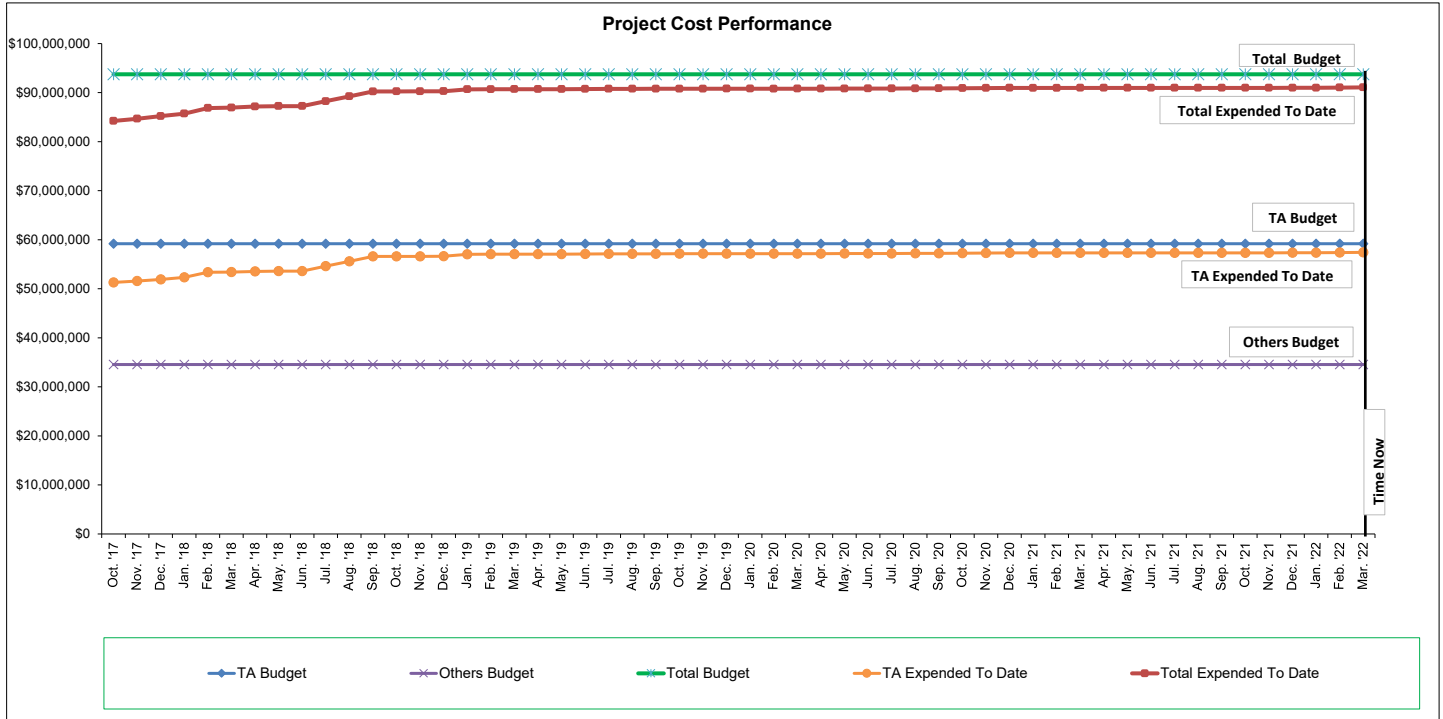
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,423,752	\$1,763,248	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$91,064,468	\$2,673,532	\$93,738,000	\$0

Note: The current budget includes the cost for subsequent highway planting work.



* Cost incurred from the beginning of roadway construction and current highway planting phases.

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

Project Status

Summary:

The TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, The TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park (City) for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The construction is complete. The project is in closeout stage and the City has revised the concept highway planting design to accommodate excess excavated soil from the San Mateo Express Lanes Project. Caltrans completed reviewing claims and discussions with contractors, TA and City. City is proceeding with landscaping design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19

Progress

(1) City continued coordination with the US 101 San Mateo County Express Lanes Project.

This Quarter:

(2) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.

Future

(1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and the EPA

Activities:

(2) City to continue to develop the landscape design

Issues:

Schedule for highway planting final design will be provided once the City obtains the approval to proceed from City Council and Caltrans.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
Total	\$66,800,000	100%	\$63,712,027	95%	\$66,800,000	100%

Issues/Notes:

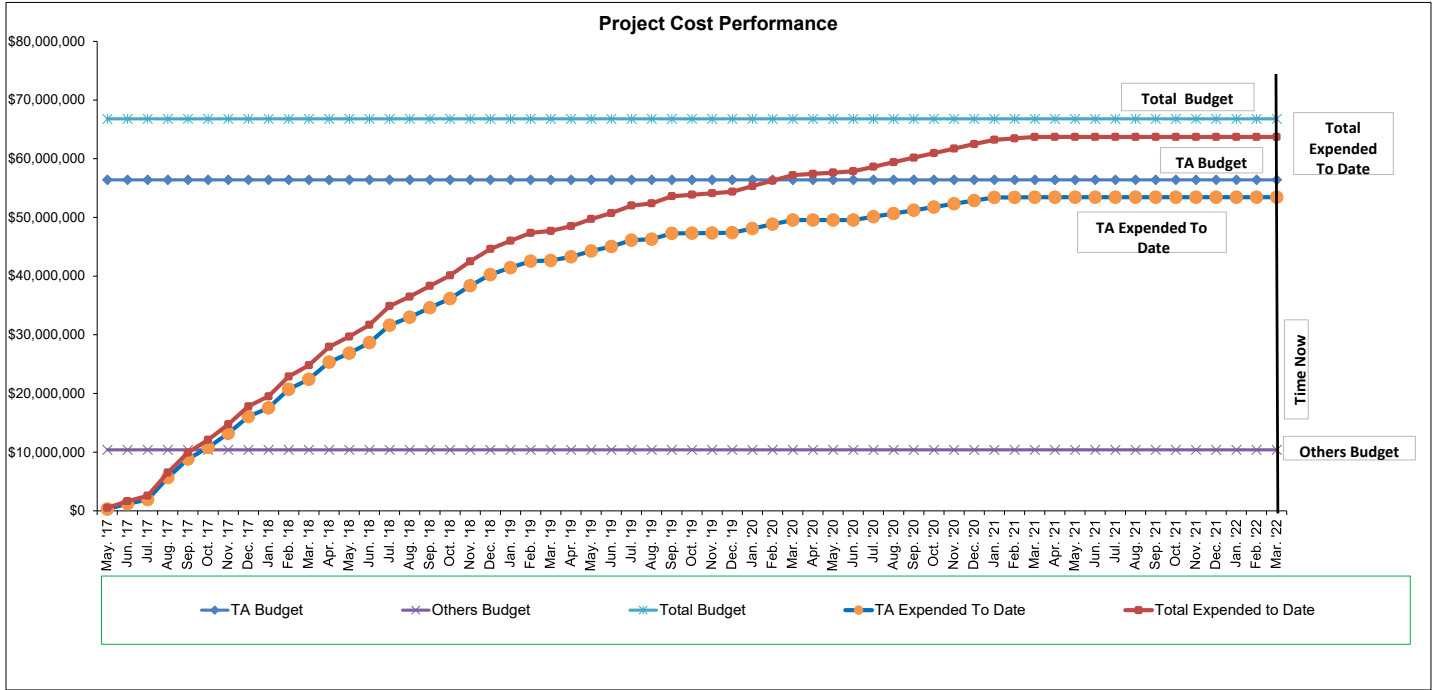
The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$53,443,809	\$2,956,191	\$56,400,000	\$0
State	\$10,400,000	\$10,268,218	\$131,782	\$10,400,000	\$0
Total Project	\$66,800,000	\$63,712,027	\$3,087,973	\$66,800,000	\$0

Note: Budget is for construction phase only. Construction cost saving may be made available to fund standard landscaping construction. The City is funding the highway planting design work and is not included in this table.



* Cost incurred from the beginning of current construction phase.

Issues: None

000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realigning the freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

Project Status Summary:

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City completed responding to comments and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The City is working to develop a full funding plan for the right-of-way capital and construction phases. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023. In December 2021, the TA Board approved \$50 million in New Measure A funds

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	TBD
Right-of-way Support	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	TBD

Progress

(1) City continued capital funding pursuit planning and activities, including initiating Funding Plan Development

This Quarter:

- (2) City continued work on updating Project phasing concept.
- (3) City coordinated development of updated right of way cost estimates and initiated right of way acquisition planning and scheduling

Future

Activities:

- (1) City to submit plats and legal descriptions to Caltrans
- (2) City to continue capital funding pursuit, continue development of formal Funding Plan, and prepare application inputs for Caltrans/ City Co-application for TCEP and application for INFRA
- (3) City to complete the Project phasing concept
- (4) City to complete the updated right of way costs

Issues:

*In consultation with Caltrans and TA, the City decided to suspend (or pause) design activities at the completion of the 95% design task due to lack of full funding for construction phase. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$6,960,252	86%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,595,097	76%	\$2,110,000	21%
Total	\$10,250,000	100%	\$8,555,349	83%	\$10,250,000	100%

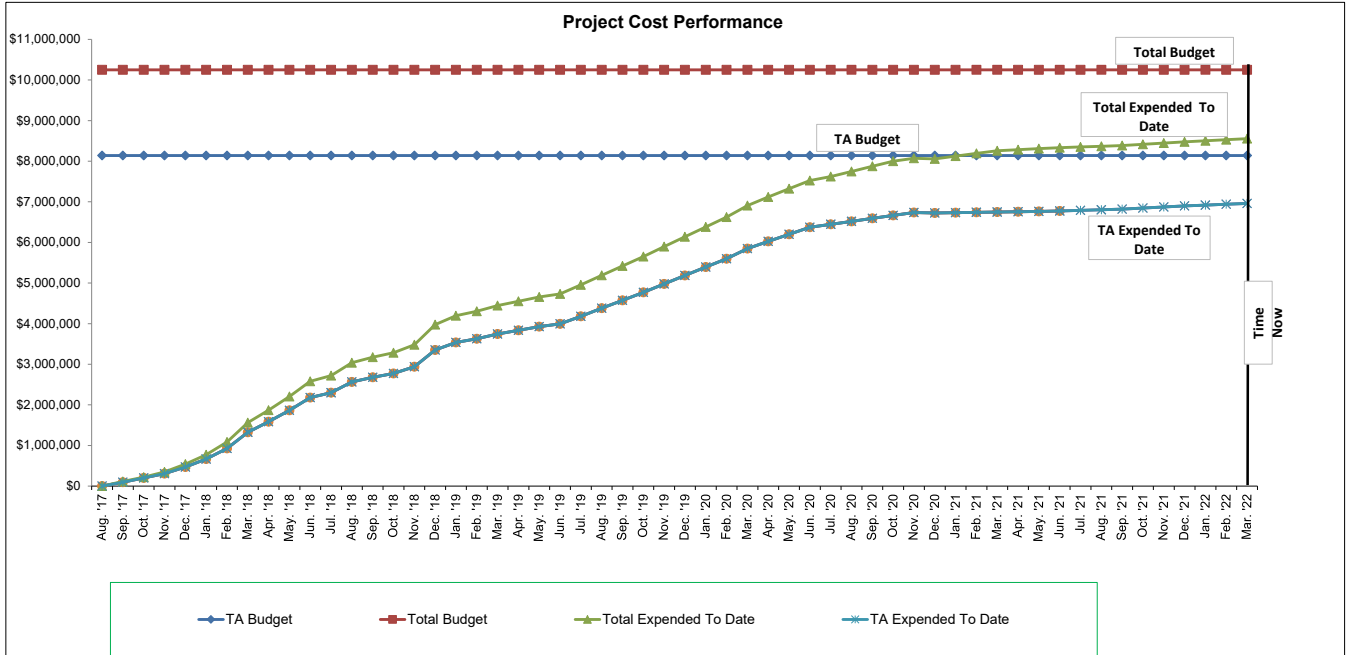
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,960,252	\$1,179,748	\$8,140,000	\$0
City	\$2,110,000	\$1,595,097	\$514,903	\$2,110,000	\$0
Total Project	\$10,250,000	\$8,555,349	\$1,694,651	\$10,250,000	\$0

Note: Budget is for PS&E and right-of-way support phases only.




* Cost incurred from the beginning of current PS&E and right-of-way phases.

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:  The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

Project Status Summary: The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. The 2019 and 2020 Annual Monitoring Reports show that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/21)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/21	01/01/18	12/31/22

Progress This Quarter: (1) City continue to monitor creek revegetation in coordination with Caltrans.
(2) City is preparing the creek-bed profile at the request of Regional Water Quality Control Board

Future Activities: (1) City to continue creek monitoring work and coordinate with Caltrans till closeout the project.
(2) Complete the creek-bed profile

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,769,550	94.9%	\$8,185,075	52%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,466,749	97.4%	\$15,882,273	100%

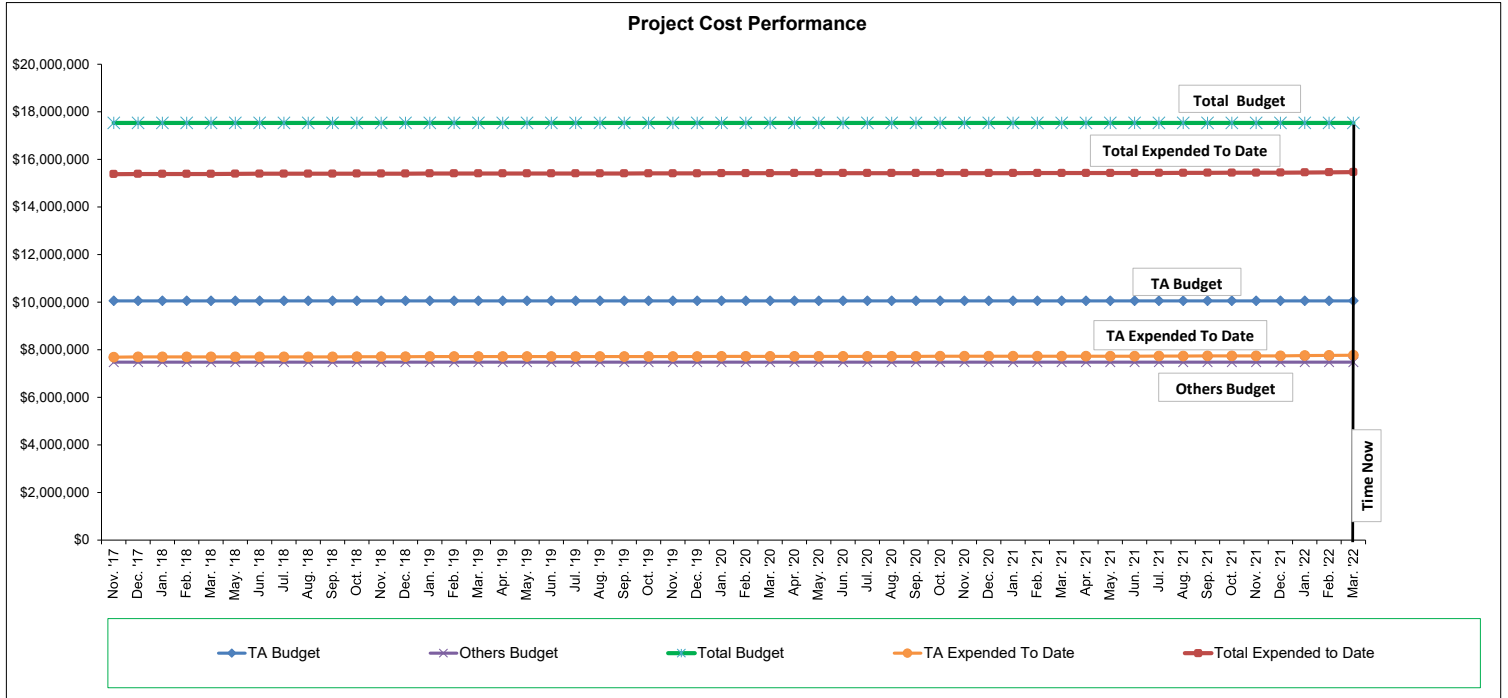
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,769,550	\$415,524	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,466,749	\$415,524	\$15,882,273	\$1,962,108

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.



* Cost incurred from the beginning of current biological monitoring phase.

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

Scope:

This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.



Project Status

Summary:

The PSR-PDS was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, TA Board programmed and allocated \$22,000,000 for PS&E, right-of-way and construction. Allocation for construction conditioned on completion of PS&E and right-of-way. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the PA&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019. The construction contract of the northern segment was awarded in November 2019 and construction began in March 2020.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	06/30/22

Southern Segment (Santa Clara County Line – Whipple)

1. Southern Segment began tolling operations on Friday, February 11
2. Continue to identify and address punch list items in preparation for southern segment project closeout

Progress

This Quarter:

Northern Segment (Whipple – I-380)

1. Continue to review and issue change orders
2. 75% of pavement tonnage complete, with 54% of open graded asphalt concrete (final layer) laid down
3. Median barrier architectural treatment nearly complete
4. All drainage work complete
5. All overhead signs installed (except 2 sign bridges)
6. Majority of PG&E work is complete
7. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Future

Activities:

Southern segment (Santa Clara County Line – Whipple)

1. Continue to identify and address punch list items in preparation for southern segment project closeout
2. Monitor and Report out on the performance of the express lanes operations

Northern Segment (Whipple – I-380)

1. Final layer of open grade to be placed
2. Constructing, texturing, and painting median barrier
3. Installing sign bridges
4. Installing tolling equipment in Block 2,4 and 4 (TransCore)

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$29,009,982	95%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$68,850,952	72%	\$95,000,000	16%
Loan/Future Toll	\$86,500,000	15%	\$74,611,778	86%	\$86,500,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$272,716,921	89%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$47,384,509	89%	\$53,000,000	9%
Total	\$581,170,000	100%	\$502,074,143	86%	\$581,170,000	100%

* \$8M from SAMCEDA and \$45M from Facebook Funding Agreements.

** For tracking purposes going forward consistent with the reported project cost of \$581 million, the total does not include the \$2 million earlier allocation from the TA for the PID phase.

Issues:

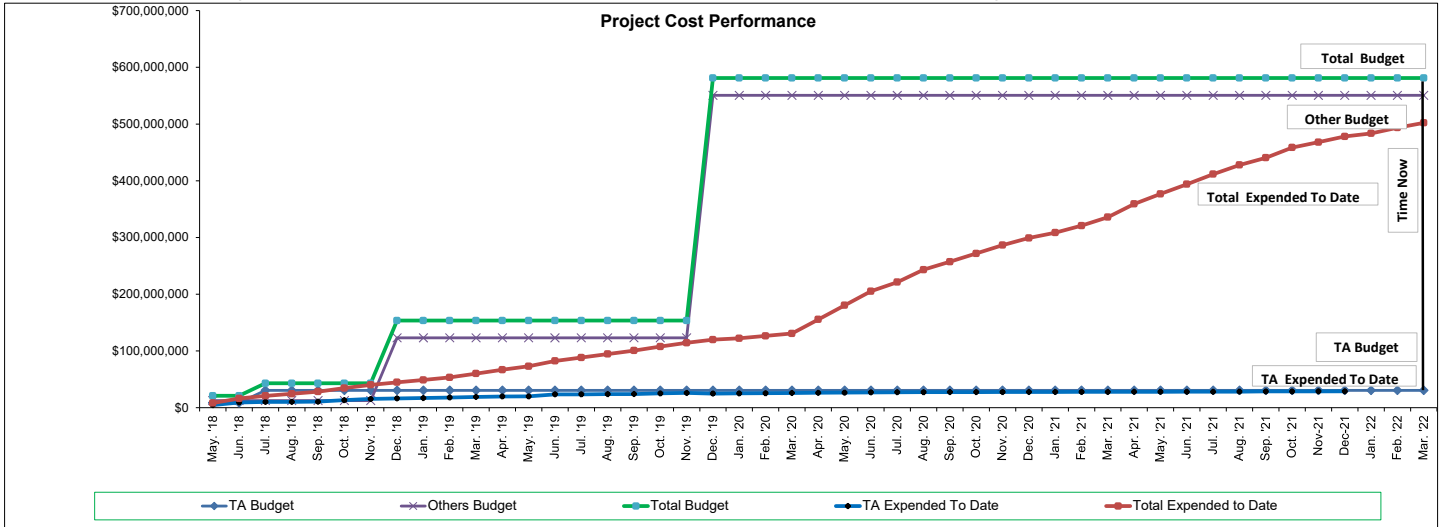
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$29,009,982	\$1,490,018	\$30,500,000	\$0
Others	\$550,670,000	\$473,064,160	\$77,605,840	\$550,670,000	\$0
Total Project	\$581,170,000	\$502,074,143	\$79,095,857	\$581,170,000	\$0

Note: Budget is for PA&ED, PS&E, ROW and construction phases for both southern and northern segment.



** For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

Issues:

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional \$22M of Measure A funds were added to the project budget in July 2018. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:

Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.



Project Status

Summary:

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval document to enter the Caltrans Encroachment Permit process. In September 2017, TA and the County of San Mateo entered a Memorandum of Understanding to begin work associated with the PEER phase and Notice-to-proceed was issued to design consultant on September 27, 2017. The project is on hold until the County of San Mateo has staff available to prepare and attend the Planning Commission Meeting.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	4/30/2020*	09/27/17	TBD

Progress

(1) Continued coordination with County and Caltrans on Maintenance and Environmental Review.

This Quarter:

(2) County continued to pursue funding sources for construction phase.

Future

Activities:

- (1) Complete 100% PS&E and Environmental Review
- (2) Resolve long term maintenance responsibility and negotiate maintenance agreement with Caltrans
- (3) Continue to pursue construction funding

Issues:

*The project is on hold. Schedule will be updated once County of San Mateo has staff available to prepare and attend the Planning Commission Meeting. The Planning Commission Meeting date is to be determined. Hazardous materials field work is postponed and shall begin when the project resume.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%

Issues:

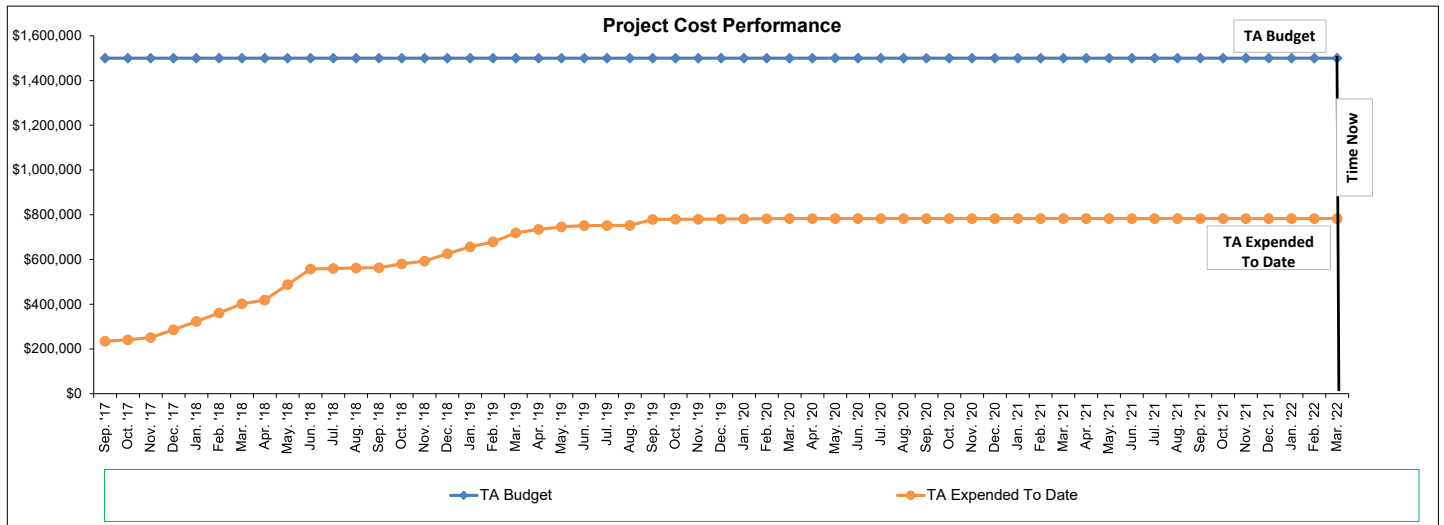
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



* Cost incurred from the beginning of current PEER phase.

Issues: None

000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope: This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks and bike lanes.



Project Status Summary: The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. Eight bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the Pedestrian Overcrossing (POC) element of the Project. The City stopped all engineering work in March. In December 2021, the TA Board approved \$10.25 million in Measure A Supplemental Roadway funds for construction with the condition to secure the remaining funding gap by December 2022.

Issues: None

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	TBD*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	TBD*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	TBD*	TBD*

Progress This Quarter: (1) The City is exploring value engineering opportunities.

Future Activities: (1) City has opted to suspend work and is pursuing additional funds to fully fund the project
(2) Coordinate with the US 101 Express Lane project

Issues: *The City stopped all engineering work in March 2021. The project was not recommended for Local Partnership Program (LPP) and ATP grants. The work that was proposed to be shifted to the project will remain and be completed as part of the Express Lanes Project.

Funding :



(4b)

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	76%	\$2,858,776	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$971,296	24%	\$710,117	93%	\$763,063	20%
Total	\$3,971,296	100%	\$3,568,892	95%	\$3,763,063	100%

Issues: The current funding table does not include funding for construction phase.

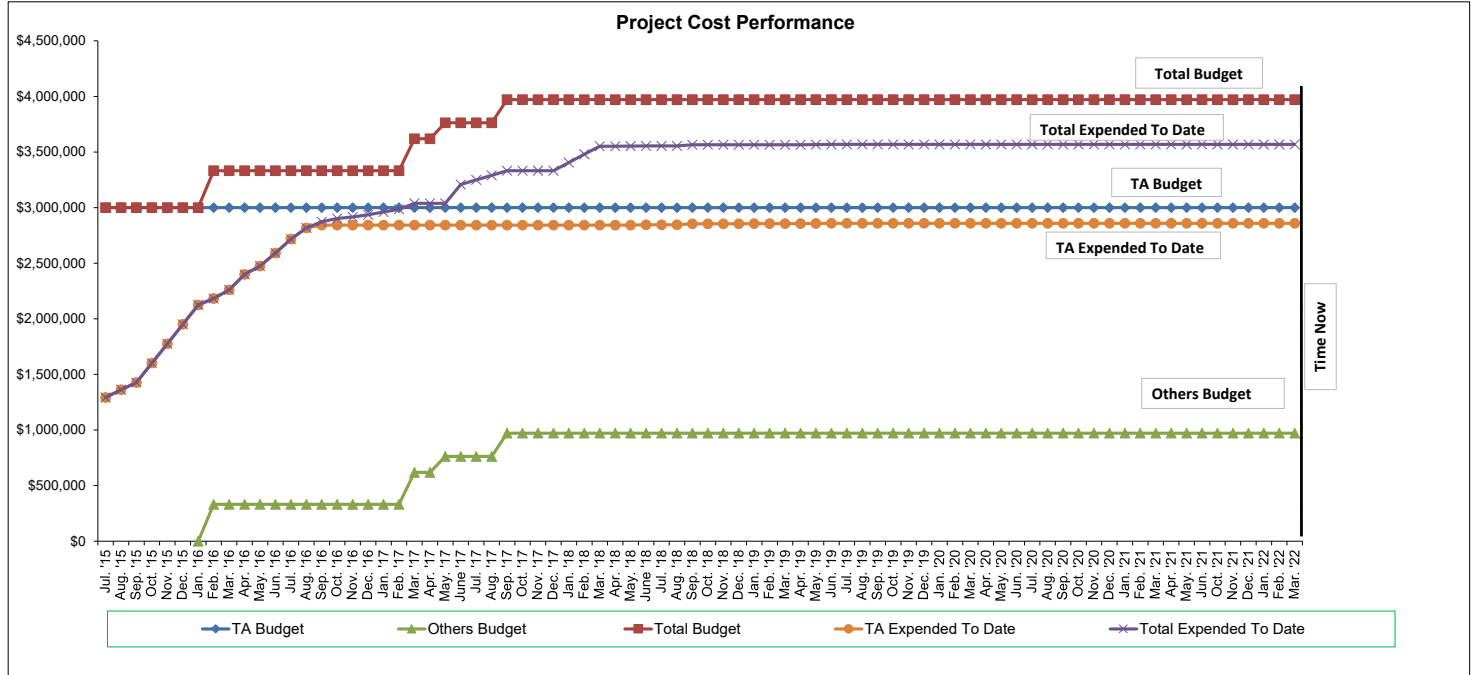
Budget:



(2a)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$971,296	\$710,117	\$52,946	\$763,063	\$208,233
Total Project	\$3,971,296	\$3,568,892	\$194,171	\$3,763,063	\$208,233

Note: Budget is for PA&ED and PS&E phases only. In December 2021, the Board awarded \$10.25 million of Measure A funds for construction.



* Cost inception from the beginning of current phase.

Issues: The TA Board approved \$10.25 million of Measure A funds in December 2021 for construction.

000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

TA Role: Funding Agency and Technical Support

Sponsor: City of San Mateo

Scope: The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.



Project Status Summary: The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents. At the requests of the Cities of Burlingame and San Mateo (Cities), additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of the City of San Mateo (City) as the project sponsor to move forward with the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The City hosted several community meetings to provide updates to the community and City Councils. A Project Scoping Meeting was held on April 28, 2021 to begin formal comment period process. Written public comments have been summarized. No response to comments will be provided at this time. They will be considered during the environmental review process. Required environmental and technical studies have begun. The TA Board approved \$6 million of Measure A funds in December 2021 in response to the Call for Project application from the City.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	12/31/22



Progress This Quarter:

- (1) Continued the development of Geometric Engineering Drawings
- (2) Continued to work with Caltrans to finalize the Quality Management Plan and schedule
- (3) Continue with the environmental technical studies (air, noise, etc.)
- (4) Continued to develop draft design exception report
- (5) Prepared Draft Drainage Report
- (6) Held regular PDT meetings with Caltrans

Future Activities:

- (1) Submit various environmental technical studies to Caltrans
- (2) Develop draft Project Report
- (3) Coordinate with Caltrans and the City of San Mateo and finalize various draft and final environmental and technical studies to obtain final approval
- (4) Execute revised MOU with the City of San Mateo which adds \$600,000 of City funding to the project

Issues: None

Funding:

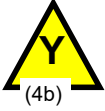
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,900,000	87%	\$2,141,031	55%	\$3,900,000	87%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$600,000	13%	\$174,755	29%	\$600,000	13%
Total	\$4,500,000	100%	\$2,315,786	51%	\$4,500,000	100%



Note: In December 2021, the Board awarded \$6 million Measure A funds for PA&ED (\$1.4 million), PS&E (\$4.2 million) and ROW Support (\$400k)

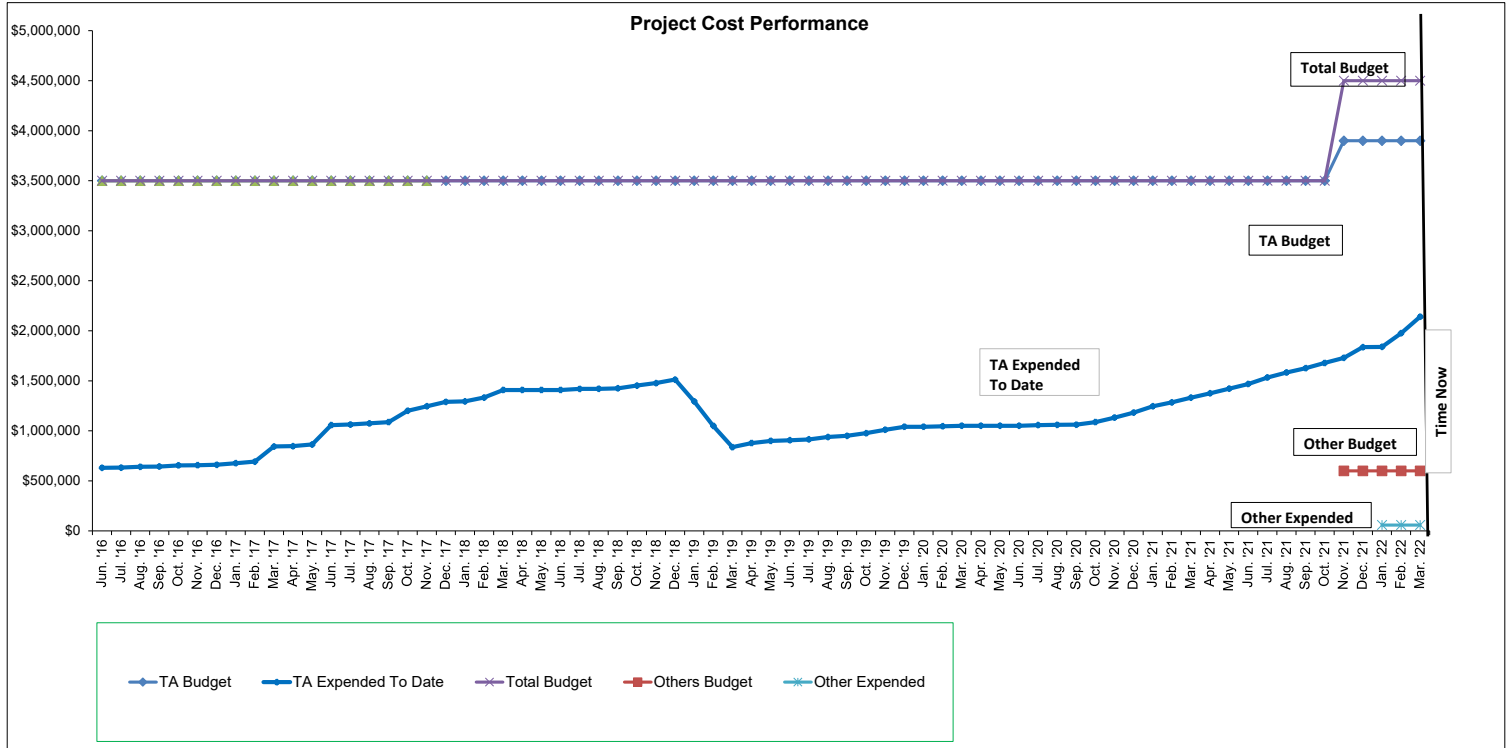
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$2,141,031	\$1,758,969	\$3,900,000	\$0
Others	\$600,000	\$174,755	\$425,245	\$600,000	\$0
Total Project	\$4,500,000	\$2,315,786	\$2,184,214	\$4,500,000	\$0

Note: Budget is for PA&ED phase. Budget table will be updated in the next status report.



* Cost inception from the beginning of current PA&ED phase.

Issues/Notes: The TA Board allocated \$6 million of Measure A funds in December 2021.

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

Scope:



Project scope is to study alternatives for a new interchange and street that connect Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

Project Status Summary:

The Project Study Report – Project Development Support (PSR – PDS) was approved on August 31, 2015. During the Project Approval and Environmental Document (PA&ED) phase of the project, in addition to the PSR-PDS design alternatives, two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities began in October 2018; an environmental scoping meeting was conducted in August 2021. The properties impacted by the design alternatives have been identified. The City and Caltrans will soon decide on a preferred alternative(s).

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (06/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	08/31/15
PA&ED	05/15/17	09/15/19	07/20/17	06/30/22	07/20/17	10/10/22

Progress This Quarter:

- (1) City Completed a Value Analysis study and submitted draft report to Caltrans
- (2) City updated and submitted the traffic model to Caltrans
- (3) City submitted the first draft of the Traffic Operations Analysis Report to Caltrans
- (4) City submitted the Administrative Draft EIR/EA to Caltrans
- (5) City submitted the second administrative draft project report to Caltrans

Future Activities:

- (1) City to coordinate with Caltrans on the Design Support Decision Document.
- (2) City to coordinate with Caltrans on environmental studies review
- (3) City to coordinate with Caltrans on the project report review

Issues:

PA/ED Completion was delayed due to revisions to the traffic studies

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$2,667,506	75%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$135,829	45%	\$300,000	8%
Total	\$3,850,000	100%	\$2,803,335	73%	\$3,850,000	100%

Note: Budget is for PSR-PDS and PA&ED phases.

Issues:

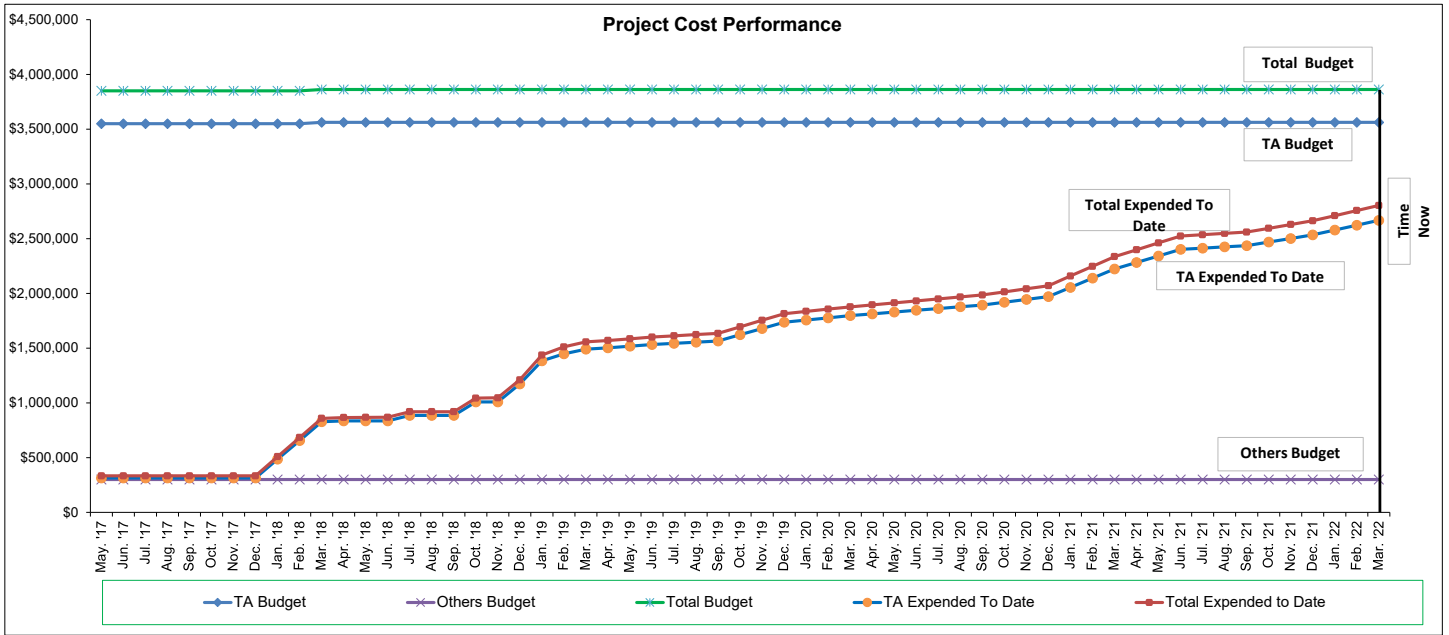
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,667,506	\$882,494	\$3,550,000	\$0
Others	\$300,000	\$135,829	\$164,171	\$300,000	\$0
Total Project	\$3,850,000	\$2,803,335	\$1,046,665	\$3,850,000	\$0

Note: Budget is for PSR-PDS and PA&ED phases.




* Cost inception from the beginning of current PA&ED phase.

Issues: None

000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT


TA Role: Funding Agency

Sponsor: City of San Mateo

Scope:  This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.

Project Status Summary: Caltrans HQ approved the package for Ready-To-List package. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for Construction phase of the project. Bids were opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway landscaping final design.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (6/30/21)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	06/30/21	09/01/19	08/31/23

Progress This Quarter: (1) City addressed Caltrans' constructability review comments
 (2) City Council approved the project funding agreement
 (3) Reviewed and redlined the Maintenance Agreement language

Future Activities: (1) City to complete the Final PS&E and obtain Caltrans' encroachment permit
 (2) City to advertise the project
 (3) Caltrans to review and issue encroachment permit
 (4) Review and execute an Amended Project Maintenance Agreement

Issues: None

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,319,487	94%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,523,848	96%	\$26,611,535	100%

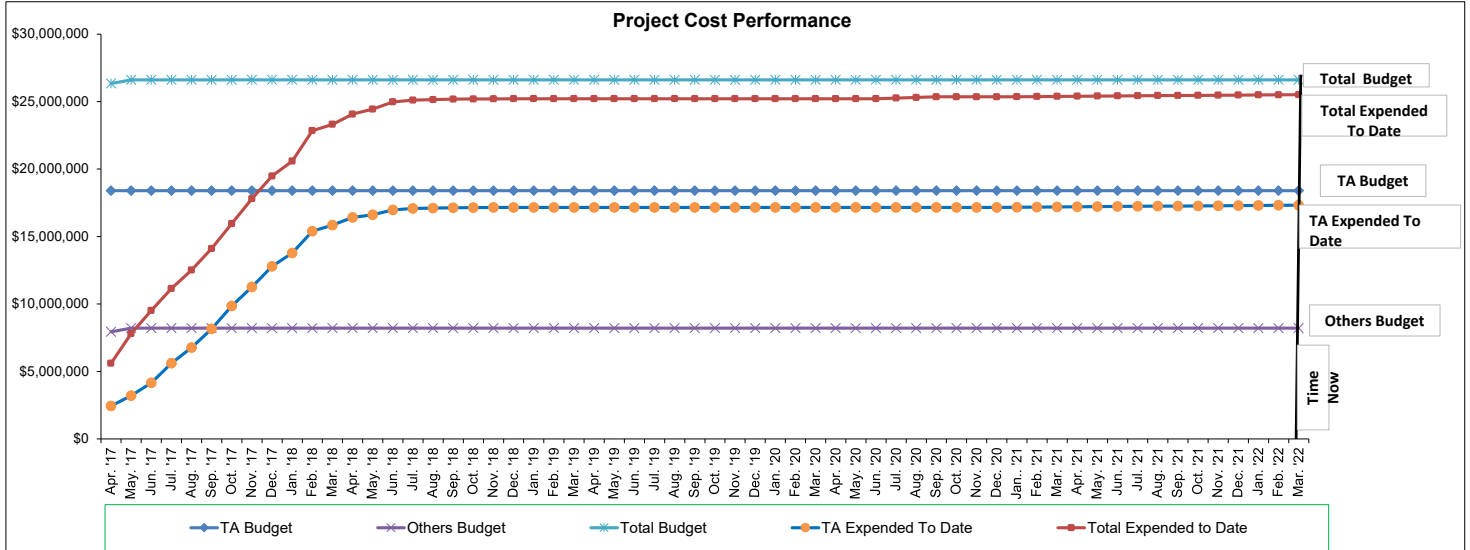
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,319,487	\$1,080,513	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,511,182	\$1,100,353	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving will be made available to fund standard landscaping construction.




* Cost inception from the beginning of construction phase.

Issues: None

000822 - STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Also Implementing Agency)

Scope:  This project provides safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project extends the two southbound travel lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection of Main Street and Higgins Canyon Road and modifies the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary: The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction was substantially completed in October 2021.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction/Closeout	07/01/20	09/30/21	07/01/20	12/31/21	11/01/21	05/28/22

Progress This Quarter: (1) City completed construction (substantial completion) and opened the roadway and the intersection to traffic

Future Activities: (1) City to prepare the final invoice, Notice of Completion, maintenance bond, as-builts, release of retention, and Caltrans' close-out

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$3,513,790	89%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$669,536	61%	\$1,095,000	22%
Total	\$5,035,000	100%	\$4,183,326	83%	\$5,035,000	100%

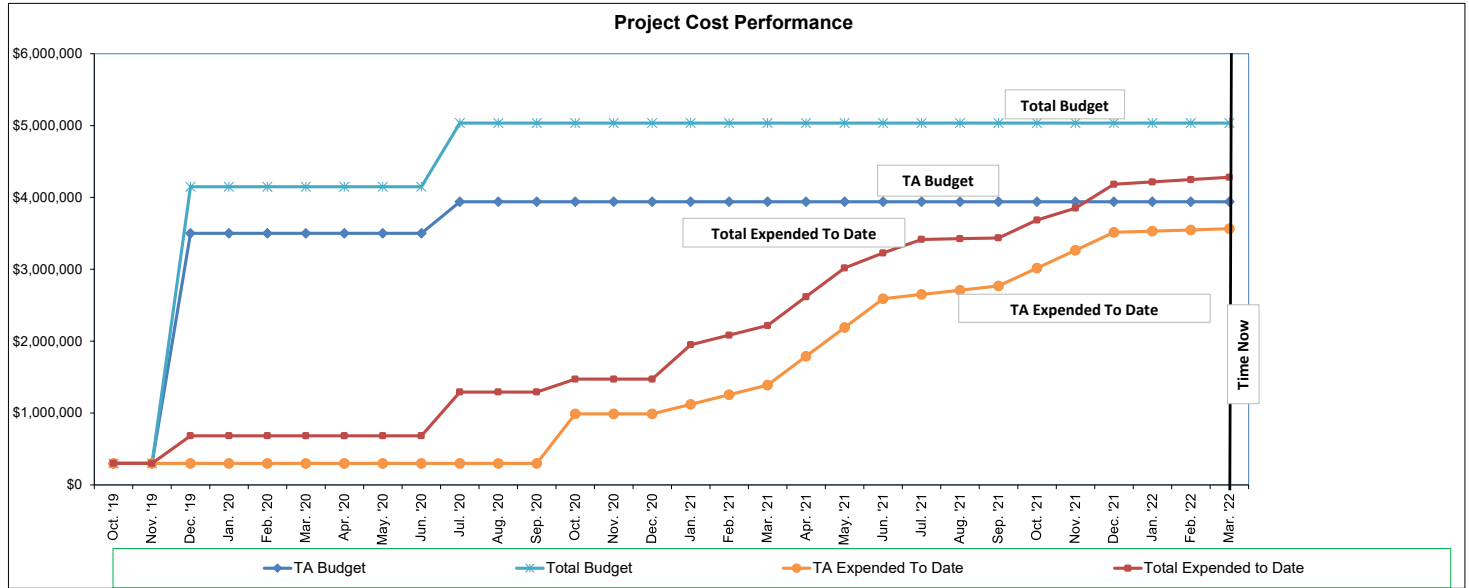
Note: Funding is \$300,000 for design and \$3,640,000 for construction

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$3,513,790	\$426,210	\$3,940,000	\$0
Others	\$1,095,000	\$669,536	\$425,464	\$1,095,000	\$0
Total Project	\$5,035,000	\$4,183,326	\$851,674	\$5,035,000	\$0



Issues:

000823 - STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

TA Role: Funding Agency
Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Main Street to Kehoe Avenue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. The existing Frontage Road will be extended south to connect with Grand Boulevard. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

Project Status Summary:

Submitted 100% PS&E to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

Issues:

Preliminary construction estimate indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications. The TA Board approved \$5.275 million of Measure A funds in December 2021.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/22	06/15/20	12/31/22

Progress This Quarter:

- (1) City continued coordination of utility relocation with PG&E
- (2) City continued coordination with Caltrans for Maintenance Agreement

Future Activities:

- (1) City to obtain Design Standard Decision Document approval from Caltrans
- (2) City to continue to work with PG&E to relocate gas and electric lines impacted by the project
- (3) Obtain Caltrans DSDD approval for the new pole locations, and approval of the final plans.

Issues:

Due to Covid-19 issues, the schedule has been delayed by about three months.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$438,500	41%	\$379,529	87%	\$438,500	41%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$634,500	59%	\$590,679	93%	\$634,500	59%
Total	\$1,073,000	100%	\$970,207	90%	\$1,073,000	100%

Note: In December 2021, the Board awarded \$5.275 million of Measure A funds in addition to a previously allocated \$3.2 million for construction. The City's matching fund for construction is \$2.4 million.

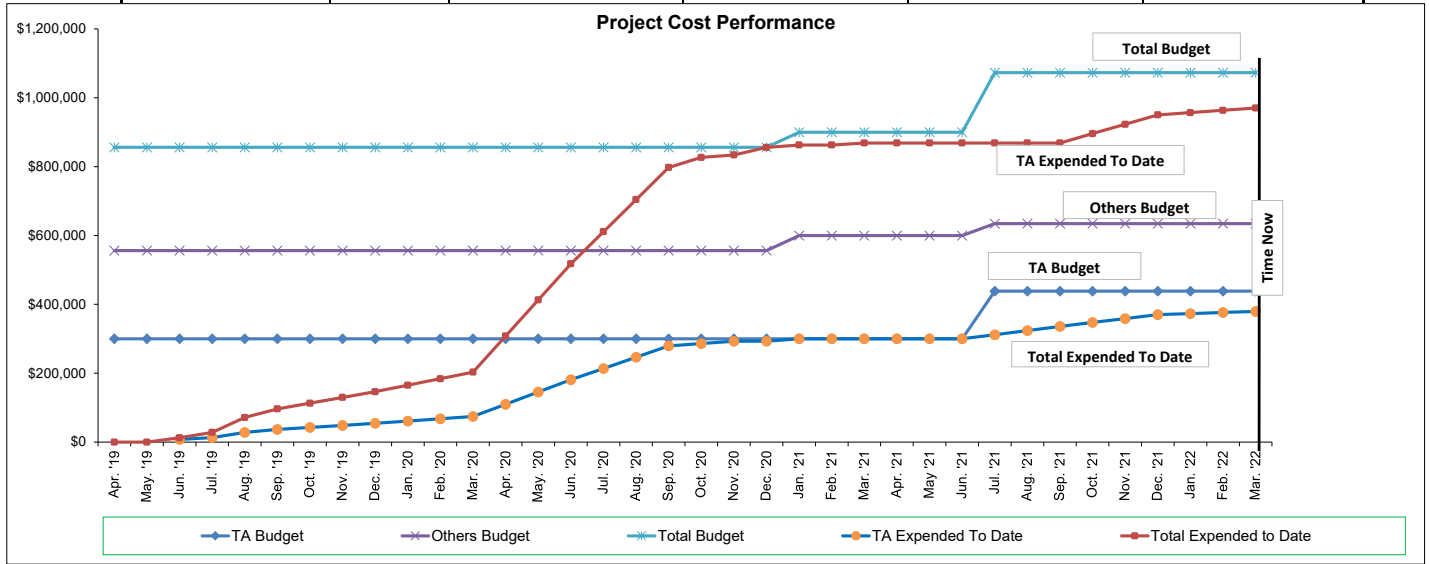
Issues:

NONE

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$379,529	\$58,971	\$438,500	\$0
Others	\$634,500	\$590,679	\$43,821	\$634,500	\$0
Total Project	\$1,073,000	\$970,207	\$102,793	\$1,073,000	\$0




Issues: None

100302 - U.S. 101 MANAGED LANES NORTH PROJECT


TA Role: Funding Agency / Co-Implementer/ Co-Sponsor

Sponsor: C/CAG and TA (In Coordination With SFCTA)

Scope:  This project will provide Managed Lanes on US 101 from the terminus of US 101 Express Lanes project in San Mateo County near the I-380 interchange to the San Mateo/San Francisco County Line. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Approval/Environmental Document phase of the project will study the project alternatives and obtain approval of the environmental document.

Project Status Summary: A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the Project Approval & Environmental Document (PA&ED) phase of the corridor within San Mateo County (from I-380 to the San Mateo- San Francisco County line) and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. A Work Directive was issued to the consultants to perform the PA/ED phase. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	11/02/20	12/31/22	11/02/20	12/31/22


Progress This Quarter:

- (1) Presented the project overview to the City of South San Francisco City Council
- (2) Revised Geometrial Approval Drawings in reponse to Caltrans' comments
- (3) Evaluated the railroad interface impacts
- (4) Updated the Advanced Planning Study plans/reports and obtained approval from Caltrans
- (5) Continued to prepare Design Standards Decision Document
- (6) Continued to prepare draft project report and the environmental document

Future Activities:

- (1) Submit draft Design Standard Decision Report Design Exception Reports
- (2) Submit traffic forecast report and traffic analysis
- (3) Continue coordination with Caltrain on the potential impact including constructibility to the railroad crossings under bridge widening
- (4) Finalize technical studies

Issues: None

Funding : 

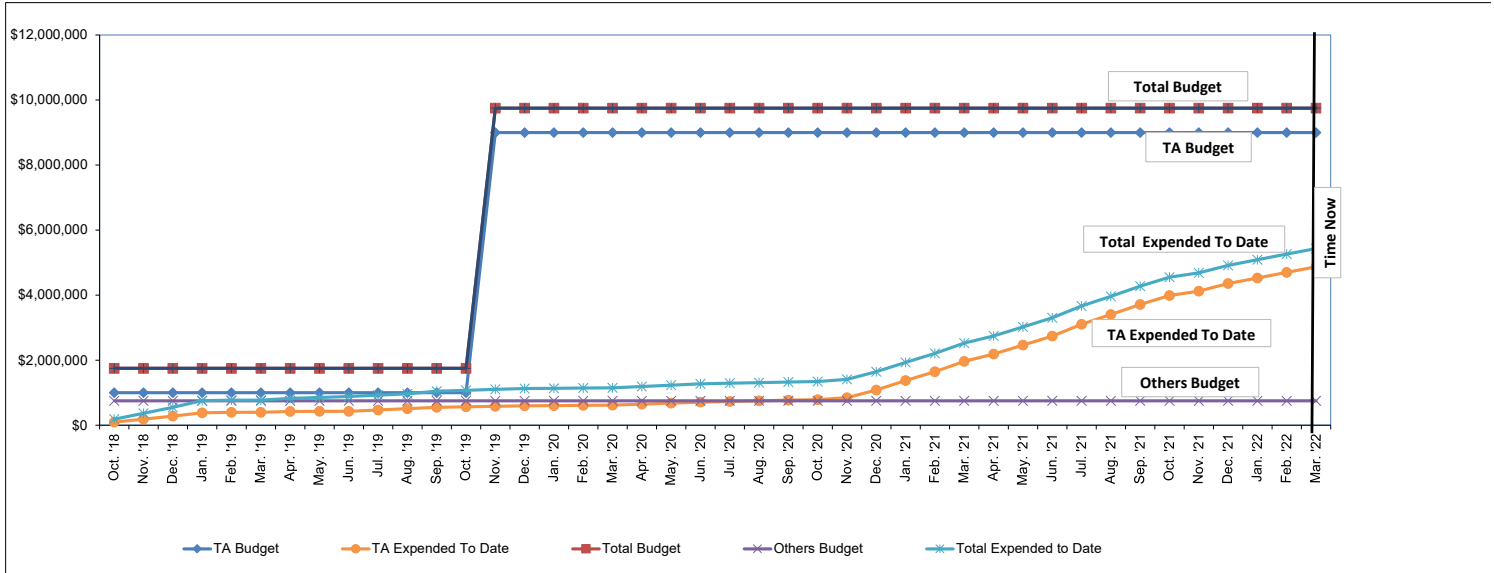
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$4,871,461	54%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$5,432,166	57%	\$9,560,705	100%

Issues: None



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$4,871,461	\$4,128,539	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$5,432,166	\$4,128,539	\$9,560,705	\$189,295

Note: Budget is for PID and PA/ED phases only. In December 2021, the Board awarded \$11,323,000 of Measure A funds for PS&E in addition to the \$5,477,000 STIP funds.




TA and STP funding for PS&E phase included in FY 2022, Third Quarter

Issues: None

100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT


TA Role: Co-Sponsor with C/CAG

Co-Sponsors: TA and C/CAG

Scope:  The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the widening of US 101 Hillsdale Boulevard exit ramp.

Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase. The PAED phase was completed in September of 2021. The Design phase is expected to start in March 2022.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	05/01/22	08/01/23

Progress This Quarter: (1) Caltrans executed the PS&E cooperative agreement
(2) Caltrans closed-out the PAED phase

Future Activities: (1) Start PS&E phase
(2) Set-up PS&E kick-off meeting

Issues: None

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,380,000	20%	\$417,388	30%	\$1,380,000	20%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$5,611,000	79%	\$2,345,579	42%	\$5,611,000	80%
Cities	\$70,000	1%	\$46,377	100%	\$46,377	1%
Total	\$7,061,000	100%	\$2,809,344	40%	\$7,037,377	100%

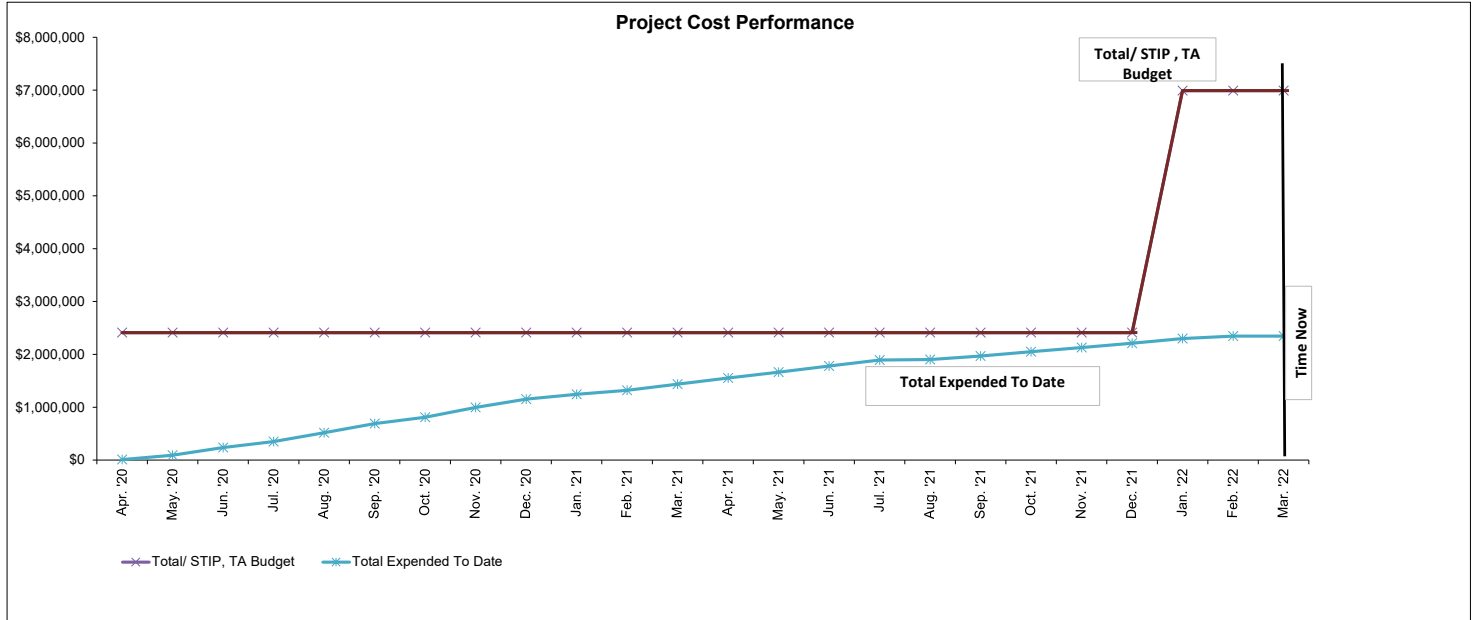
Funding shown is for the PID, PA/ED and PS&E phases. In December 2021, the Board awarded \$5,075,000 of Measure W funds for PS&E, ROW and construction.

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,380,000	\$417,388	\$962,612	\$1,380,000	\$0
STIP	\$5,611,000	\$2,345,579	\$3,265,421	\$5,611,000	\$0
Cities	\$70,000	\$46,377	\$46,377	\$46,377	\$23,623
Total Project	\$7,061,000	\$2,809,344	\$4,274,410	\$7,037,377	\$0



PS&E and Right of Way funds are included. Construction funds will be included at completion of PS&E

Issues: None

100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

TA Role: Implementing and Funding Agency
Sponsor: City of Foster City, City of San Mateo

Scope:



The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

Project Status Summary:

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document (PID) and enabled the project to be advanced to the Project Approval/Environmental Document (PA/ED) phase. Board approved the transfer of the remaining funds from the PSR-PDS phase to the PA/ED phase for critical path technical studies. Traffic engineering studies and topographic survey work are underway.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (5/24)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies (Topographic and Traffic studies)	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	11/30/21
PA/ED	07/01/22	05/31/24	07/01/22	05/31/24	07/01/22	05/31/24

Progress This Quarter: (1) Project technical studies were completed in November 2021

Future Activities: (1) PA/ED phase will be initiated by issuing a Work Directive Proposal Request to the General Engineering Consultants (GEC)
 (2) A GEC will be selected to perform the PA/ED tasks and obtain environmental approval

Issues: None

Funding :



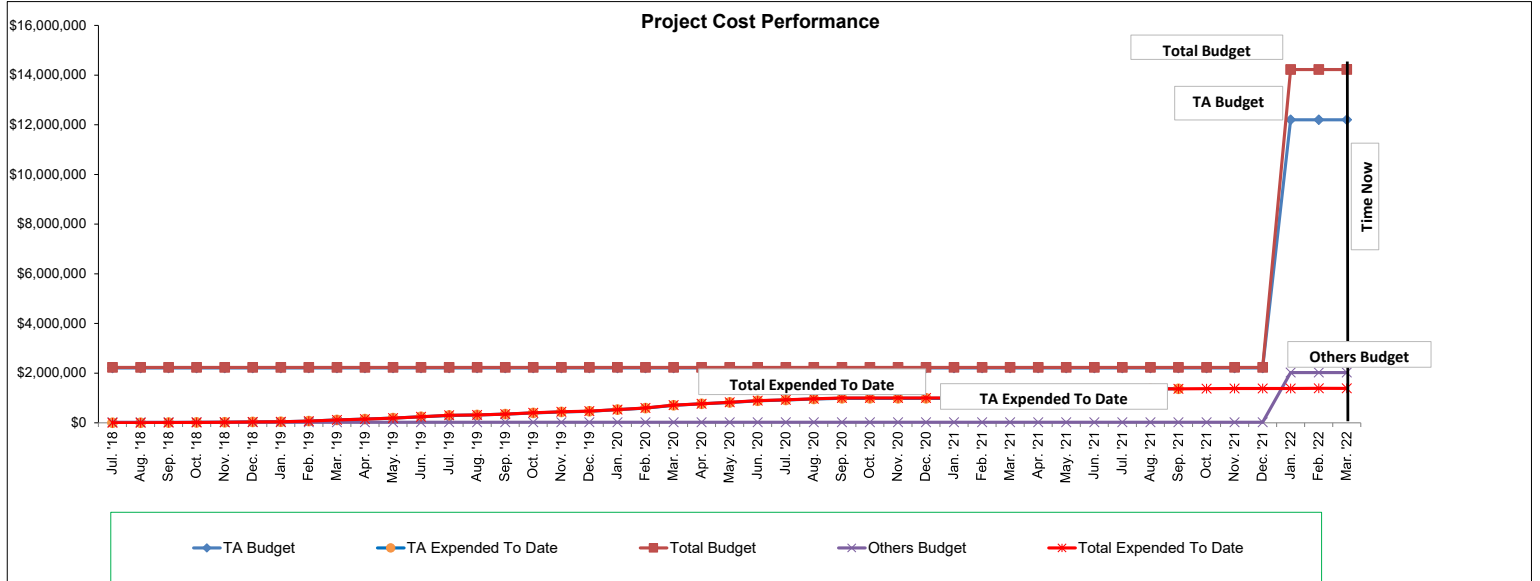
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$12,200,000	85.78%	\$1,386,283	11%	\$12,142,530	86%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	0.16%	\$8,217	36%	\$23,000	0%
Other	\$2,000,000	14.06%	\$0	0%	\$2,000,000	14%
Total	\$14,223,000	100%	\$1,394,500	10%	\$14,165,530	100%

Issues: TA Board allocated \$10.2 million of Measure A funds towards the environmental phase in December 2021. The funding table will be revised in the next status report to show the new funding status.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$12,200,000	\$1,386,283	\$10,756,247	\$12,142,529.71	\$57,470
Others	\$2,023,000	\$8,217	\$2,014,675	\$2,022,892	\$108
Total Project	\$14,223,000	\$1,394,500	\$12,770,921	\$14,165,421	\$57,579



Other's funding include RM 3 funding of \$2,000,000 included in FY 2022 Third Quarter

Issues: None

Level 2 Projects
Caltrain-Grade
Separation









25th Avenue Grade Separation

JPB Project No. **002088**

TA Project No. **000812**

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	Y 	R 
Previous	G 	R 	Y 	R 

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.25%	0.49%	100.20%

1. Base contract work is essentially complete with some punchwork items remaining. The contractor is also completing extra work issued under Field Instructions. There are open commercial issues and meetings have been occurring between JPB and the Contractor to negotiate an amicable settlement. Project Manager requested a schedule rebaseline at the Management Committee meeting held on April 28th 2022 and got approval. The schedule light will be shown as “Green” in the next quarterly report.

2. Increased cost due to extension of work and added scope. Project team will meet with management to discuss mitigation measures. Additional funding not anticipated.

SCOPE Summary

This project will raise the vertical alignment and provide grade separations between Hillsdale Boulevard and SR-92 in the City of San Mateo, including:

- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

The work included the final design/environmental (CEQA and NEPA) clearance work and construction to replace the existing 25th Avenue at-grade crossing with a two-track elevated grade separation. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues and will allow for new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues in San Mateo, California.

Project Manager: Andy Kleiber
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: Shimmick/Disney Joint Venture

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	16
Type II Incidents	0	2

25th Avenue Grade Separation

JPB Project No.

002088

TA Project No.

000812

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTF	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	09/10/21	05/15/22	-247	-104
Project Finish	01/31/22	11/01/22	-274	-185

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,410	5,860	8,270	8,270	0	0%
ROW/Utilities	0	35,296	35,296	35,550	-254	-1%
Construction	0	118,623	118,623	116,500	2,123	2%
CM & DSDC	0	17,885	17,885	19,163	-1,278	-7%
Administration	1,676	11,323	12,999	14,618	-1,619	-12%
Procurement	0	24	24	20	4	16%
Oper. Support	45	8,075	8,120	8,138	-18	-0%
Subtotals	4,131	197,086	201,217	202,259	-1,042	-1%
Unknown Risks	NA	NA	NA			
Unallocated Contingency	372	266	638	NA	638	100%
Grand Totals	4,503	197,352	201,855	202,259	-404	-0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original (A)	Changes (B)	Current (C=A+B)		
SMCTA	Local	3,700	92,410	96,110	96,110	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
Totals		4,700	197,155	201,855	201,855	0

25th Avenue Grade Separation

JPB Project No. **002088**
 TA Project No. **000812**

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Extend time to complete changes.	SDJV/JPB	JPB is limiting scope where possible.	\$ 100	Med
	Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design. Now increasing overhead costs.			
Extent of Changes/Covid 19	JPB	Rejected Contractors request, again. Contractor is talking about resubmitting.	\$ 3,700	Med
	Rejected the RFC.			
Excess soil at CP Lick	SDJV/JPB	Implementing a removal plan.	\$ 500	High
	Developing cost proposals.			
No ROW fencing at old Hillsdale Station	JPB/HDR	TASI is on board to install fence (using a subcontractor)	\$ 150	High
	Procurement/Budgeting			

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Delays due to design issues and labor availability.	HDR & SDJV	Majority of the work is now completed.	4/30/2022
	JPB is tracking issues that are potentially the result of errors/omissions.		
Covid 19/Number of Changes.	SDJV	Contractor needs to provide detailed justification by 4/30/2022.	4/30/2022
	JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim. JPB has proposed a way forward to SDJV.		
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	5/1/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Working on punch list items.
2. Complete corrective actions at 28th Ave UC Awnings.
3. Received approval from the Management Committee for the deletion of the improvements to 2 County owned parcels.
4. Reviewed Request for Global Settlement from the contractor, involved legal and informed SDJV there is no merit.

NEXT KEY ACTIVITIES (top 5)

1. Complete punch list items.
2. Close out contract.

PROJECT NOTES

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Transferred \$4.045M for the Parking Track project, the scope is removed from this project and delivered under separate project.
3. Construction Management costs are accruing due to the extension of work both from added scope and prolonging of the closeout and punch list completion. This has increased the total project estimate.

25th Avenue Grade Separation

JPB Project No.

002088

TA Project No.

000812

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.

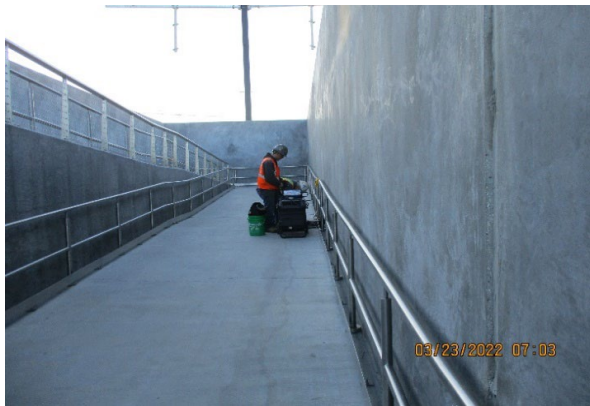


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station









Burlingame Broadway Grade Separation

JPB Proj. No. **100244**

TA Proj. No. **000813**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.5%	0.2%	100%

1. Issue regarding VE Option 3 (side boarding vs center boarding platform) was resolved on Jan 7, 2022. VE Option 3 will not be implemented and the station will have a center-boarding platform as designed. Request schedule re-baseline at May Management Committee meeting.

SCOPE Summary

This project will grade separate the Broadway railroad crossing in the City of Burlingame by partially elevating the rail and partially depressing the roadway. The elevated rail alignment will require the reconstruction of the Broadway Caltrain Station. Reconstruction of the Broadway Caltrain Station will remove the operational requirement of the hold-out rule.

Currently the project is funded up to "Final Design" phase. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

Project Manager: Alex Acenas
 Principal Designer: Mark Thomas
 Const. Contractor: NA

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Burlingame Broadway Grade Separation

JPB Proj. No. **100244**

TA Proj. No. **000813**

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Preliminary Design 35%	06/28/19	06/28/19	0	0
DCE application to FTA for NEPA clearance	01/31/20	01/31/20	0	0
Environmental Clearance	03/31/20	03/31/20	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Finish Value Engineering Work	08/30/21	01/07/22	-130	24
65% Design	01/03/22	11/01/22	-302	-154
95% Design	01/02/23	08/31/23	-241	-92
All Permits Received	07/25/23	12/31/23	-159	-6
Final Design IFB	09/30/23	07/01/24	-275	-152
Utility Relocation Complete	12/31/23	09/01/24	-245	-154
Construction Award	03/31/24	11/01/24	-215	-124
Construction NTP	04/01/24	01/01/25	-275	-184
Construction Complete	07/31/27	05/01/28	-275	-275
Project Closed	10/31/27	08/01/28	-275	-275

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,975	14,300	17,275	17,275	0	0%
ROW/Utilities	80	20	100	100	0	0%
Construction		0	0	0	0	
CM & DSDC		100	100	100	0	0%
Administration	901	2,899	3,800	3,800	0	0%
Procurement		0	0	0	0	
Oper. Support	164	401	565	565	0	0%
Subtotals	4,120	17,720	21,840	21,840	0	0%
Unknown Risks	NA	NA	NA	2,548	0	0%
Unallocated Contingency	230	2,318	2,548	NA		
Grand Totals	4,350	20,038	24,388	24,388	0	0%

Estimate at Completion in this table applies only to scope that has approved budget.

Burlingame Broadway Grade Separation

JPB Proj. No. **100244**

TA Proj. No. **000813**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA Cap Contr	Local	4,550	18,863	23,413	23,413	0
City of Burlingame MOU Grad Sep	Other	1,500	500	2,000	2,000	0
Totals		6,050	19,363	25,413	25,413	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		\$ -	Med

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
1. VE Option #3: Center vs side boarding platform	Alex A, Caltrain PM ----- Resolved.	JPB to provide project update to Burlingame City Council on Feb 7, 2022.	2/7/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. The monthly TWG meetings resumed. The meeting will be held every 3rd Wednesday of the month.
2. Design contractor preparing revised schedule for re-baselining.
3. Issued WDPR to Jacobs for Project Delivery Method Assessment (D-B-B vs. CMGC).
4. JPB gave a PowerPoint presentation to update the Burlingame City Council regarding project status.

NEXT KEY ACTIVITIES (top 5)

1. Begin utility location coordination.
2. Begin coordination with Real Estate regarding surveys, right of way and property acquisitions.
3. Request schedule re-baseline at May Management Committee meeting.

PROJECT NOTES

Burlingame Broadway Grade Separation

JPB Proj. No. 100244

TA Proj. No. 000813

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)









South San Francisco Station Improvement Project

JPB Proj. No. **002146**

TA Proj. No. **000824**

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	Y 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.8%	7.36%	91%

1. Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Request the Management Committee to rebaseline the schedule. The date to submit the request is still TBD.

SCOPE Summary

This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700 foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco (CSSF).

Key elements of the project include:

1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

Project Manager: Hubert Chan
 Principal Designer: RSE
 Const. Contractor: ProVen Management, Inc.

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	22
Type II Incidents	0	2

South San Francisco Station Improvement Project

JPB Proj. No. 002146

TA Proj. No. 000824

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTP	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Construction Complete	11/30/21	04/29/22	-150	-78
Station Opening	01/10/22	01/13/22	-3	0
Project Closed	03/31/22	07/31/22	-122	-61

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	3,227	-457	2,770	2,770	0	0%
ROW/Utilities	200	6,240	6,440	6,440	0	0%
Construction	37,000	23,210	60,210	51,900	8,310	14%
CM & DSDC	4,432	9,358	13,790	13,790	0	0%
Administration	3,018	5,282	8,300	8,300	0	0%
Procurement	0	155	155	155	0	0%
Oper. Support	1,656	2,454	4,110	4,110	0	0%
Subtotals	49,533	46,242	95,775	87,465	8,310	9%
Unknown Risks	NA	NA	NA			
Unallocated Contingency	6,767	-5,942	825	NA	825	100%
Grand Totals	56,300	40,300	96,600	87,465	9,135	9%

South San Francisco Station Improvement Project

JPB Proj. No. **002146**

TA Proj. No. **000824**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Capital fund from operations source	Other		1,300	1,300	1,300	-
SMCTA Cap Contr to JPB/SAMTR	Other	49,100	(5,028)	44,072	44,572	(500)
CA-2017-057-01	Federal		38,828	38,828	38,828	-
CSSF MOU-SSF Caltrain Station	Local	5,900	6,500	12,400	9,900	2,500
Totals		55,000	41,600	96,600	94,600	2,000

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
1. West Plaza flat-work missing expansion joints	Hubert Chan Resolved. Legal has reviewed and approved the extended warranty.	PMI has issued the extended warranty.	3/31/2022
2. Stainless steel paneling for underpass wall	Hubert Chan Under negotiation with PMI on installation and cost allocation of the underpass wall.	Install stainless steel paneling for underpass wall to cover water leak stains.	4/29/2022

South San Francisco Station Improvement Project

JPB Proj. No. **002146**

TA Proj. No. **000824**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Ramp 3/West Plaza: Agency and Legal reviewed and approved extended warranty.
2. Ramp 2/Stair 2: Completed guard rails installation.
3. Ramp 1/Stair 1: Completed rebuilding Ramp 1 to meet ADA compliance. Completed guard rails installation.
4. Poletti Way: Continued to work with the City to program the ped traffic light.
5. Contractor continued punch list work.

NEXT KEY ACTIVITIES (top 5)

1. Poletti Way: Complete work with the City to program the ped traffic light.
2. Contractor to complete punch list work.
3. Complete lessons learned session and revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.
4. Complete negotiation with PMI on all outstanding change orders including underpass paneling.

PROJECT NOTES

1. Budget and EAC will be revised in the next quarterly report.

South San Francisco Station Improvement Project

JPB Proj. No. 002146

TA Proj. No. 000824

PROJECT PHOTOS



Photo 1 - Ped tunnel looking west



Photo 2 - Ped grade crossing



Photo 3 - Ped Underpass looking east



Photo 4 - Poletti Way looking towards East Plaza







South Linden Avenue and Scott Street Grade Separation

JPB Proj. No. **002152**

TA Proj. No. **000814**

Project Phase: **Planning**

Table 1. Status Summary and Total Project Performance

Quarter	Schedule	Budget	Funding
Current	G 	G 	G 
Previous	G 	G 	G 

PROJECT SCOPE Summary

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other.

The Cities of South San Francisco and San Bruno are co-sponsors of the Project.

PLANNING SCOPE Summary

Staff of the two cities provided input on alternatives as well as existing data on infrastructure maintained by the cities. City staff also facilitated and participated in public outreach efforts. The JPB is the implementing agency and contracted with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue. The Project Study Report for the South Linden Avenue grade separation was completed in April, 2021. The PSR evaluated four build alternatives. Multiple City Council meetings and public meetings were held to present the project and receive feedback from elected officials, residents and business owners from both cities. Outreach included three community workshops, three South San Francisco City Council meetings, and five San Bruno City Council meetings.

In November 2019, the City of San Bruno decided that closure of Scott Street to motor vehicles and construction of a pedestrian/bicycle-only grade separated crossing is preferred. In August/September 2020, both Cities selected Alternative 1 (rail elevated approximately 15.5 feet at South Linden Avenue and 2.5 feet at Scott Street) as the preferred alternative. Additionally, in November 2020, the San Bruno City Council provided direction to City staff that a pedestrian/bicycle undercrossing, versus an overcrossing, is the preferred option at Scott Street. The Cities presented to the March 2, 2022 SMCTA Citizens Advisory Committee and to the SMCTA Board on March 3, 2022 to request an allocation of funds for preliminary engineering and environmental. Funding request was approved. Request to accept the SMCTA funds will be presented to the April Board.

Project Manager: Dennis Kearney
 Study Consultant: AECOM
 Sponsors: Cities of South San Francisco and San Bruno

South Linden Avenue and Scott Street Grade Separation

JPB Proj. No. 002152

TA Proj. No. 000814

Table 2. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Project Approval & Environmental Document (PA&ED)	10/31/24	10/31/24	0	0
Plans, Specs & Estimate (PS&E) (Final Design)	04/30/28	04/30/28	0	0
Utility Relocations	10/31/29	10/31/29	0	0
ROW/Easements	04/30/30	04/30/30	0	0
Begin Construction	05/01/30	05/01/30	0	0
Complete Construction	03/31/33	03/31/33	0	0

Table 3. PROJECT BUDGET, COST, and EAC (thousands of \$)

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Totals	750	60	810	810	0	0%

Table 4. FUNDING (thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	650		650	650	0
City of San Bruno	Local	60		60	60	0
City of South San Francisco	Local	100		100	100	0
Totals		810	0	810	810	0

Table 5. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue	Melissa Reggiardo/Dennis Kearney ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD

South Linden Avenue and Scott Street Grade SeparationJPB Proj. No. **002152**TA Proj. No. **000814****KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Coordinated with Engineering to clarify procurement strategy and receive update on MOU Work Plan and RFP timing.
2. Continued to coordinate with cities on future project phases.
3. Continued to coordinate Engineering on development of MOU scope of work.
4. Coordinated with Cities to prepare and present slide presentations for March 3, 2022 TA Board Meeting.

NEXT KEY ACTIVITIES (top 5)

1. Coordinate with Engineering on MOU and RFP development and how best to streamline project work.
2. Continue to coordinate with cities on upcoming project phases.
3. Facilitate April coordination meeting with cities and Engineering; draft/distribute meeting notes.

PROJECT NOTES

1. Project milestones and budget will be updated in the next quarterly report.







Whipple Avenue Grade Separation

JPB Proj. No. **100410**

TA Proj. No. **100277**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

Quarter	Schedule	Budget	Funding
Current	Y 	G 	G 
Previous	G 	G 	G 

The overarching schedule has been extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule was adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in equity priority communities. The JPB approved the additional budget at the October 2021 Board meeting and an amended MOU followed. The consultant's work directive amendment was executed in November 2021 to reflect additional scope and budget.

Work on additional targeted community outreach commenced in December 2021, however, the project schedule was adjusted to due to the complexity of the project, which includes additional internal working meetings and resourcing. Progress on outreach preparation continues with outreach events now anticipated in spring. The project team is discussing whether to request the Management Committee for a scheduled re-baseline.

PROJECT SCOPE Summary

A potential grade separation at Whipple Avenue in Redwood City is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, accommodate greater frequency of Caltrain service, and the eventual addition of high-speed rail service. Whipple Avenue is not the only at-grade crossing in Redwood City, however, and thus a potential grade separation at Whipple Avenue is being studied with potential grade separations at Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. There is a high likelihood that multiple streets would be integrated into one grade separation project.

PLANNING SCOPE Summary

The Whipple Avenue Grade Separation Planning Study builds upon previously completed studies. The alternatives analysis and design work in this Study considers and incorporates where appropriate, design work done in the 2009 Footprint Study for the six at grade crossings mentioned above. The scope of work also focuses on alternatives for grade separation that accommodate a four track station to allow for transfers between Caltrain local and express trains, as well as for the future high-speed rail service, per the Long-Range 2040 Service Vision. Much consideration is also being given to multiple near-term development projects in close vicinity to the potential grade separations and station expansion as additional land adjacent to the Corridor is needed to ensure the viability of the future transit infrastructure projects. Given the complexity of the planning context in the vicinity of the potential grade separations, there may be multiple alternatives selected as preferred at the end of the Study, unless there is strong preference for just one.

Redwood City serves as the Project Sponsor for the Study, providing input on the alternatives and informing the Study in terms of new development in close proximity to the potential grade separations. City staff are the public face of the project, and help promote, facilitate and participate in public outreach efforts in coordination with the JPB. The JPB is the implementing agency and contracts with AECOM, the project consultant, to conduct the planning work and to prepare a project summary upon completion of the scope of work.

Project Manager: David Pape

Study Consultant: AECOM

Sponsors: City of Redwood City

Whipple Avenue Grade Separation

JPB Proj. No. 100410

TA Proj. No. 100277

Table 2. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	02/28/22	05/31/22	-92	-92
Alternative Analysis and Recommendation	03/31/22	05/31/22	-61	-61
Draft Report Production	05/31/22	06/30/22	-30	-30
Final Report Production	06/30/22	07/31/22	-31	-31

Table 3. PROJECT BUDGET, COST, and EAC (in thousands of \$)

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Totals	850	301	1,151	1,151	0	0%

Table 4. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100	50	150	100	50
Totals		850	351	1,201	1,151	50

Table 5. NOTABLE ISSUES (Top 5 in order of priority)

ID – Issue Title	Responsibility Status	Action	Resolution Date
Community Outreach Efforts	David Pape (Caltrain) Outreach events are now anticipated in the spring due to the complexity of the project, which includes additional working meetings and resourcing.	Caltrain, City staff, and the consultant team will address challenges and update the schedule as necessary.	TBD

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued outreach preparation work including coordination and development of survey, exhibits and visualizations.
2. Initiated discussions with Community Based Organization (CBO) for outreach support.
3. Coordinated and updated project footprints.

NEXT KEY ACTIVITIES (top 5)

1. Continue and conduct additional outreach work with targeted community outreach scheduled for the winter timeframe.

Watkins Ave Grade Crossing Safety Improvements

JPB Proj. No. **100522**

TA Proj. No. **100579**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

Month	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
12.95%	5.99%	100%

SCOPE Summary

This project will design and implement safety improvements to the Watkins Ave grade crossing. Safety improvements will include installing quad gates, railings, pavement markings and markers.

Project Manager: Robert Tam

Principal Designer: HNTB

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	01/21/22	11	11
100% Design Complete	06/30/22	06/30/22	0	0
IFB	09/22/22	09/22/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	01/05/23	0	0
NTP	02/06/23	02/06/23	0	0
Substantial Completion	12/31/23	12/31/23	0	0
Construction Complete	02/01/24	02/01/24	0	0
Close Project	05/01/24	05/01/24	0	0

Watkins Ave Grade Crossing Safety Improvements

JPB Proj. No. **100522**
 TA Proj. No. **100579**

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	630		630	630	0	0%
ROW/Utilities	30		30	30	0	0%
Construction	2,000		2,000	2,000	0	0%
CM & DSDC	450		450	450	0	0%
Administration	380		380	380	0	0%
Procurement	25		25	25	0	0%
Oper. Support	100		100	100	0	0%
Subtotals	3,615	0	3,615	3,615	0	0%
Unknown Risks	NA	NA	NA	560		
Unallocated Contingency	560		560	NA	0	0%
Grand Totals	4,175	0	4,175	4,175	0	0%

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
VTA	Other	50		50	50	0
Totals		4,175	0	4,175	4,175	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		-----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None.	-----		

Watkins Ave Grade Crossing Safety Improvements

JPB Proj. No. **100522**

TA Proj. No. **100579**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Had a meeting with the design consultant and the Town of Atherton to go over the 65% design comments.
2. The design team potholed the locations for the new gates.
3. The design consultant HNTB is working on the 100% design package.
4. The Town of Atherton submitted a request to PG&E to supply power to the new light poles at the crossing.

NEXT KEY ACTIVITIES (top 5)

1. Continue to work on the 100% design package.
2. Complete 100% design.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

Ferry **Program Project**

TA - : San Mateo County Ferry Service

<p>100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)</p> <p>Scope: This next phase will prepare a Redwood City Ferry Service Business Plan. The plan will be prepared under the direction of the Port of Redwood City, in coordination with the City of Redwood City, the Water Emergency Transportation Authority (WETA) and SMCTA. Many of the information items and analyses required for the business plan were already prepared as part of the Redwood City Ferry Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses (Feasibility Study) project, which was completed by CDM Smith in January 2021. The plan will provide project development in order to implement a ferry terminal in Redwood City. The business plan is scheduled to finish by January 2022.</p> <p>Phase: Business Plan.</p> <p>Status: Project team completed the draft Business Plan document and developed a PowerPoint presentation. The Plan was presented and accepted by the Water Emergency Transportation Authority's (WETA) Board of Directors on February 3, 2022, the Port of Redwood City Commission on February 9, 2022 and the Redwood City Council on February 14, 2022. TA staff reviewed the draft Plan and provided additional comments in February for inclusion in the final Business Plan. The Plan is scheduled for presentation to the San Mateo County Transportation Authority Board of Director's in June 2022.</p>	<p>SMCTA Budget \$160,000</p> <p>Expended \$154,659</p> <p>Remaining \$5,341</p>
---	---

<p>100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)</p> <p>Scope: Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023.</p> <p>Phase: Planning.</p> <p>Status: Project team began work on 35% grading plans and prepared conceptual plans for landscape/site surface improvements to be included with the interim site grading project. Project team shared conceptual plans for landscape/site surface improvements with various City departments for initial feedback.</p>	<p>SMCTA Budget \$350,000</p> <p>Expended \$77,999</p> <p>Remaining \$272,001</p>
---	--

Pedestrian and Bicycle **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Construction	Construction work continued.	Dec 2020	May 2022	Jun 2024	\$0	\$1,000,000	\$337,628	\$662,372
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	Project team obtained community outreach and City Council feed back on preferred design alternative. Design work on the project continued.	Dec 2020	Dec 2022	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Construction	Project team obtained community outreach and City Council feed back on preferred design alternative. Design work on the project continued.	Dec 2020	Dec 2022	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	Due to City staff resource constraints, the design phase has been delayed until FY 22, Q4.	Dec 2020	Dec 2023	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design and construction	Project team executed agreement with consultant to design pedestrian level street lights.	Mar 2018	Jun 2022	Jul 2023	\$810,000	\$0	\$76,158	\$733,842
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	Project team conducted consultant interviews for three (3) firms and selected one to work on the Outreach Program, which included final scope, cost and schedule.	Dec 2020	Sep 2022	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team prepared the Bridge Selection Reports, which was requested by Caltrans. Project team meetings were held with Caltrans staff for guidance.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$114,577	\$200,423
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Heritage tree removal was resolved. Landscape design direction was implemented into final design.	Apr 2014	Sep 2022	Original: 4/2021 Extension: 9/2022	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Bike routes were completed and sidewalk construction was underway. Rectangular Rapid Flashing Beacon (RRFB) construction is expected to begin April 2022.	Mar 2018	Dec 2022	Jul 2023	\$805,600	\$0	\$237,440	\$568,160
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Right of Way and construction	Due to COVID, City resources have been constrained and the project is delayed. Project slated to begin again in approximately Fall 2022.	Dec 2020	Jun 2023	May 2023	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	Due to COVID, City resources have been constrained and the project is delayed. Project slated to begin again in approximately Fall 2022.	Dec 2020	Jun 2023	Mar 2023	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed. Contractor continued to complete punch-list items.	Mar 2016	March 2022	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	Final design was at 100% completion. Project team advertised the project for bidding and received three (3) bids.	Dec 2020	Sep 2022	Jul 2024	\$0	\$360,000	\$0	\$0
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design, right-of-way and construction	Design phase continued.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$62,984	\$1,338,016
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff sent a letter to the TA, February 25 2022, requesting an extension to retain their allocation award through December 31, 2022, which was granted. The proposed time extension will allow staff to continue to seek other external funding opportunities to bridge the funding gap.	Mar 2016	Jun 2024	Dec 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Preliminary design/environmental and final design	Consultant completed 60% of final design.	Dec 2020	Oct 2022	Jun 2023	\$0	\$700,000	\$46,523	\$653,477
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	Due to staff resource constraints, the Request of Proposals (RFP) release date was delayed.	Dec 2020	Feb 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000

Notes:
1. City of East Palo Alto completed the "Bike Transportation Plan Implementation - Class II & III Bike Facilities Project", which included final design and construction, funded by Measure A.



Definition of Terms

Active Capital Projects - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

Current Approved Budget – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

Current Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

Estimate at Completion (EAC) – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

Expended to Date – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

Issues - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

On-hold Projects – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

Original Contribution – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

Variance at Completion – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

PA/ED – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

PDT – Policy Development Team / Project Development Team

PS&E – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

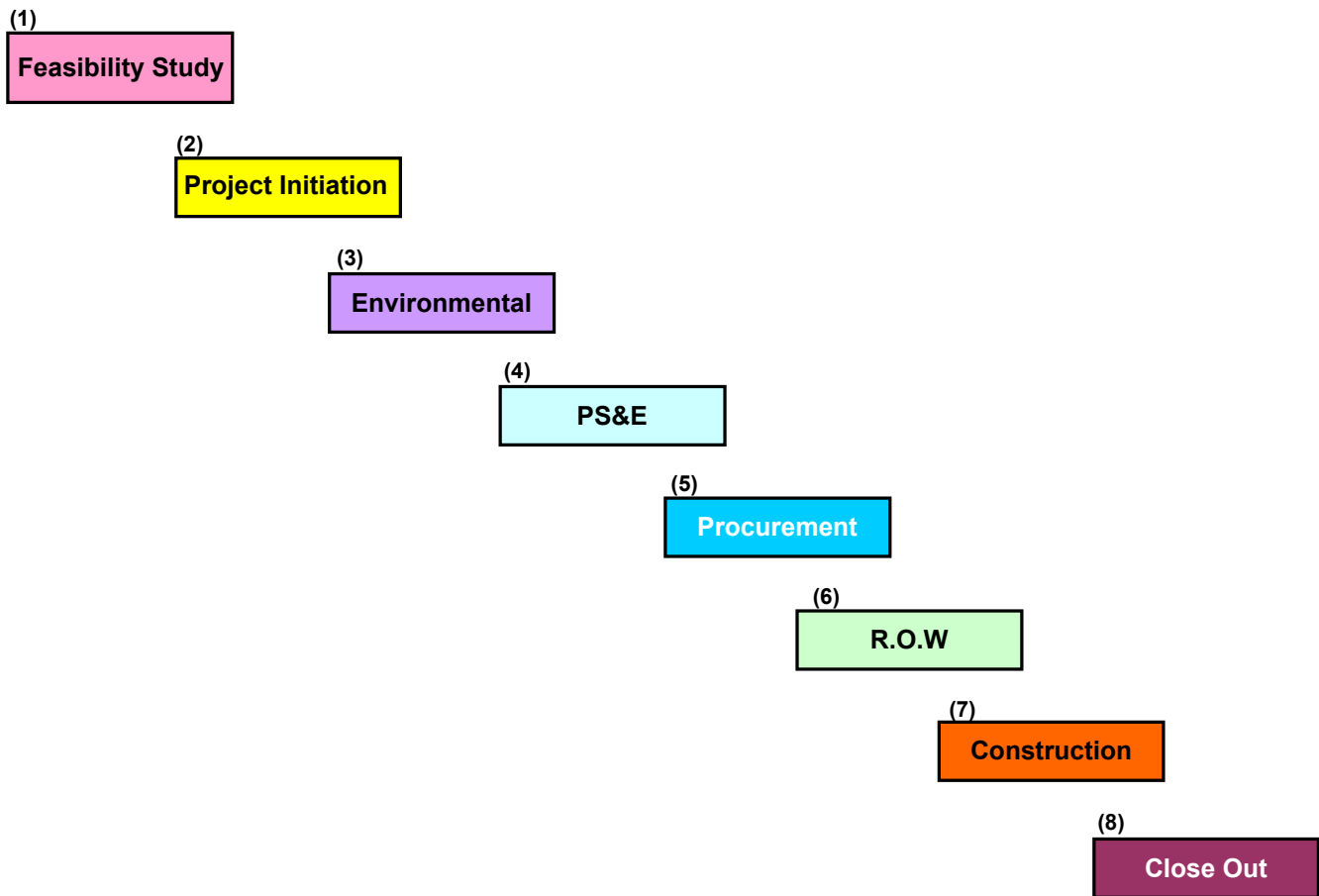
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

ROW – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



Note: Phase sequence is as shown; however some phases may overlap.



Performance Status (Traffic Light) Criteria Highway Program

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

Performance Status (Traffic Light) Criteria Caltrain Program

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	(a) Scope is consistent with Budget or Funding. (b) Scope is consistent with other projects. (c) Scope change has been mitigated.	(a) Scope is NOT consistent with Budget or Funding. (b) Scope appears to be in conflict with another project. (c) Scope changes have been proposed.	(a) Significant scope changes / significant deviations from the original plan.
2. BUDGET	(a) Estimate at Completion is within plus /minus 5% of the Current Board Approved Budget.	(a) Estimate at Completion exceeds the Current Board Approved Budget by 5% to 10%.	(a) Estimate at Completion exceeds the Current Board Approved Budget by more than 10%.
3. SCHEDULE	(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule. (b) Physical progress during the report period is consistent with incurred expenditures. (c) Schedule has been defined.	(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule. (b) No physical progress during the report period, but expenditures have been incurred. (c) Detailed baseline schedule NOT finalized.	(a) Project milestones / critical path show slippage more than two consecutive months. (b) Forecast project completion is later than the current baseline scheduled completion by more than six months. (c) Schedule NOT defined for two consecutive months.
4. SAFETY	(a) No reported safety related incidents on the project.	(a) One Near Miss or incident requiring written report based on contract requirements.	(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration. (b) Two or more Miss or incident requiring written report based on contract requirements.

Schedule Legend



Completed



Critical path



Baseline/target schedule