

Capital Projects

Quarterly Status Report

2nd Quarter FY2014 : October 1 - December 31, 2013

Report prepared for the March 6, 2014 TA Board Meeting



**San Mateo County
Transportation Authority**



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The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q1 FY14	Q2 FY14	Q1 FY14	Q2 FY14	Q1 FY14	Q2 FY14	Q1 FY14	Q2 FY14	
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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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Dumbarton Rail **Corridor Project**

00613 / 00741 - DUMBARTON RAIL CORRIDOR PROJECT

Scope:



The Dumbarton Rail Corridor (DRC) Project will extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right of way. Three new passenger rail stations in Menlo Park/ East Palo Alto, Newark, Union City, and a new layover facility in the East Bay will be constructed, as well as upgrading the Fremont Centerville Station. The proposed Dumbarton train service will consist of six trains crossing the bridge during the morning commute and six during the evening commute. Morning trains will originate at the Union City Intermodal Station, cross the bay to Redwood City, and then three trains will travel north to San Francisco and three will travel south to San Jose. In the evening, all trains will reverse pattern and travel back to Union City.

TA Role: Project Initiator.

Project Status Summary: This project is put on-hold until further notice.

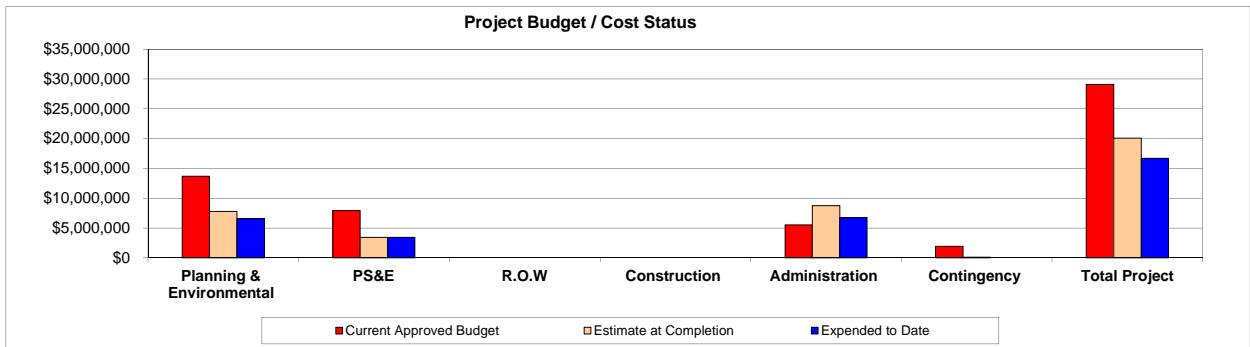
This will be the last quarterly report for the project until further notice.

Issues: The NEPA and CEQA environmental clearance of the DRC project is being accomplished through the preparation of a combined EIS/EIR document. Through this process, significant coordination with communities and other impacted agencies such as the Union Pacific Railroad and the Capitol Corridor will be required which could result in additional studies, schedule delays or project costs.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$13,702,290	\$6,543,743	\$1,225,514	\$7,769,257	\$5,933,033
PS&E	\$7,931,520	\$3,429,232	\$17,768	\$3,447,000	\$4,484,520
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$5,527,290	\$6,737,051	\$2,012,706	\$8,749,757	(\$3,222,467)
Contingency	\$1,929,900	\$0	\$111,353	\$111,353	\$1,818,547
Total Project	\$29,091,000	\$16,710,026	\$3,367,341	\$20,077,367	\$9,013,633



Issues: None.

00613 / 00741 - DUMBARTON RAIL CORRIDOR PROJECT

Schedule:



Major Milestones:

Funding
Draft EIS/EIR

Original Baseline	
Start	Finish
07/26/07	07/26/07
01/04/05	10/28/09

Current Baseline	
Start	Finish
07/26/07	07/26/07
01/04/05	02/01/10

Current Forecast	
Start	Finish
07/26/07	07/26/07
01/04/05	05/31/13

Progress

This Quarter:

Oct - Dec 2013

- (1) Conducted meetings with peninsula cities and ACTC.
- (2) Conducted committee meetings with PAC.
- (3) Selected short term projects for submittal to MTC.
- (4) Began work on funding agreements.
- (5) Project put on hold.

Future

Activities:

Jan - Mar 2014

- (1) Project is on hold.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$6,591,900	23%	\$6,591,900	23%	\$3,320,938	73%	\$4,549,448	23%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$22,499,100	77%	\$22,499,100	77%	\$13,389,088	86%	\$15,527,919	77%
Total	\$29,091,000	100%	\$29,091,000	100%	\$16,710,026	83%	\$20,077,367	100%

Issues: The recent defeat of the Alameda County Measure B1 could impact the ability to build the DRC project. Measure B1 included more than \$200 Million for the project. The PCJPB, as designated PM for the project, is in discussion with MTC and the various funding parties on the future of the project.

CAP = Citizen Advisory Panel
MTC = Metropolitan Transportation Commission

PAC = Policy Advisory Committee
PDT = Project Development Team

DBROC = Dumbarton Bridge Regional Operations Consortium
ACTC = Alameda County Transportation Commission

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TA – Caltrain Projects

00727 - DOWNTOWN EXTENSION PROJECT



Scope: This project is to support the Caltrain Downtown Rail Extension (DTX), which extends Caltrain from 4th and King to the Transbay Terminal in downtown San Francisco. Work being performed by TJPA (Transbay Joint Powers Authority) includes preliminary engineering and advanced Right of Way acquisition. PCJPB (Peninsula Corridor Joint Powers Board) is providing technical support and oversight on the project.

TA Role: Funding Agency

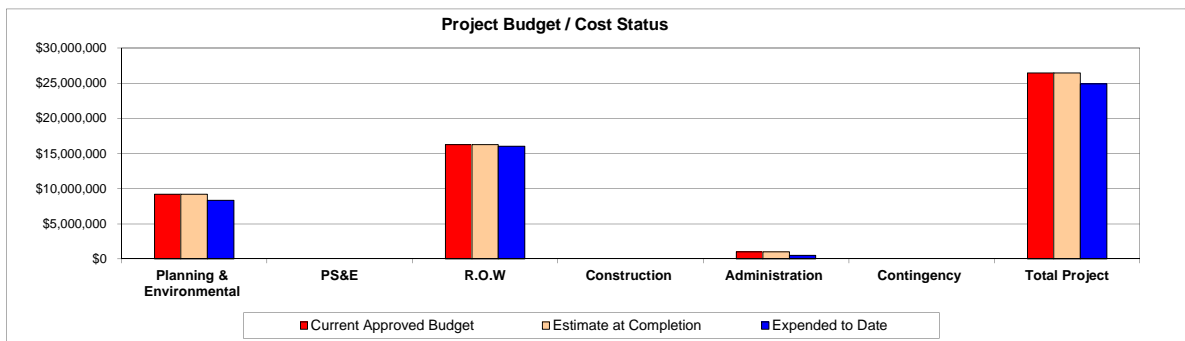
Project Status Summary: Current phase is Preliminary Engineering / Right of Way Acquisition.

Issues: (1) A new large mechanical shaft (opening) is being proposed to be constructed inside the Caltrain Secured Passenger Area (Fare Paid Zone) which obstructs passenger circulation up/down to Caltrain platform. This mechanical shaft, which is part of the building program is not in the agreed layout (between the TJPA and Caltrain and CAHSR) dated July 2011. The TJPA designer now stated that the shaft cannot be moved. Caltrain has made suggestions for designer's consideration.
 (2) The need for safe and expeditious access by operations and maintenance personnel to all platforms is required.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$9,207,000	\$8,343,344	\$863,656	\$9,207,000	\$0
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$16,262,000	\$16,067,589	\$194,411	\$16,262,000	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,023,000	\$527,768	\$495,232	\$1,023,000	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$26,492,000	\$24,938,701	\$1,553,299	\$26,492,000	\$0



Issues: EAC reflects staff level of effort commensurate with the TJPA work.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Preliminary Engineering	12/30/05	12/31/11	12/30/05	06/30/12	12/30/05	06/30/14

Progress

This Quarter:
Oct - Dec 2013

(1) JPB completed the review of TJPA's Phase 1 100% design Construction Documents (CD) for the construction of the Transbay Terminal Center (TTC).
 (2) JPB and California High Speed Rail Authority (CAHSR) comments were discussed in the TJPA/CAHSR/Caltrain Coordination meeting.

Future Activities:

Jan - Mar 2014

(1) Find a final resolution of the mechanical shaft.

Issues: The schedule delay of 24 months is due to the Level of Effort (LOE) needed on the DTX project.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$10,230,000	100%	\$26,492,000	100%	\$24,938,701	94%	\$26,492,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$10,230,000	100%	\$26,492,000	100%	\$24,938,701	94%	\$26,492,000	100%

Issues: None.

00737 - PENINSULA CORRIDOR ELECTRIFICATION PROJECT

Scope: The Peninsula Corridor Electrification Project will electrify the 51 mile Caltrain Commuter line from San Francisco to Tamien. The project budget includes activities associated with:
 (1) Preparing and completing the Environmental Assessment /Final Environmental Impact Report (EA/FEIR).
 (2) Technical refresh of the previous 35% design.



The Federal Transit Administration (FTA) completed their National Environmental Policy Act (NEPA) Environmental Assessment (EA) of Corridor Electrification in 2009 with the adoption of a Finding of No Significant Impact (FONSI). FTA has identified to Caltrain that since the project description of the electrification project is the same as FTA analyzed in their 2009 EA, that there is no need to do a NEPA reevaluation for this project. Under FTA's direction, staff will be preparing a state-only environmental clearance document: the Peninsula Corridor Electrification Project EIR.

TA Role: Funding Agency

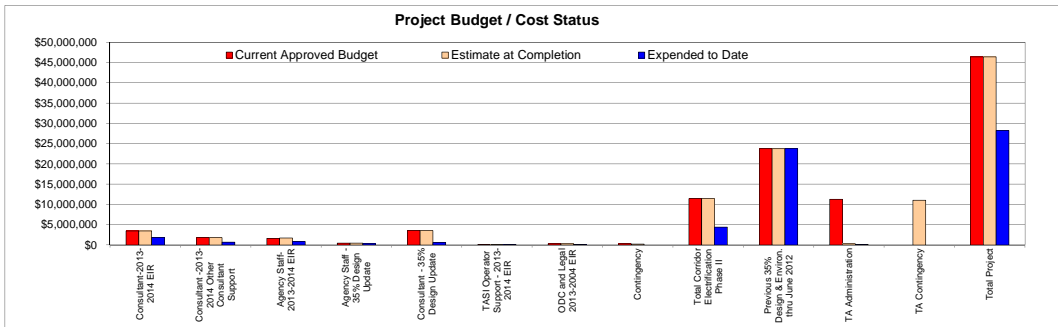
Project Status Summary: Current scope is through completion of EA/FEIR activities and 35% design engineering activities.

Issues: The budget reflects all efforts associated with processing a new environmental document and environmental planning, public outreach, operations, project controls and engineering supporting during the environmental clearance phase.

Budget:

	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Consultant-2013-2014 EIR	\$3,448,075	\$1,826,160	\$1,621,915	\$3,448,075	\$0
Consultant -2013-2014 Other Consultant Support	\$1,812,091	\$665,722	\$1,146,369	\$1,812,091	\$0
Agency Staff-2013-2014 EIR	\$1,593,293	\$839,233	\$865,896	\$1,705,129	(\$111,836)
Agency Staff - 35% Design Update	\$398,487	\$287,940	\$110,547	\$398,487	\$0
Consultant - 35% Design Update	\$3,591,798	\$593,041	\$2,916,617	\$3,509,658	\$82,140
TASI Operator Support - 2013-2014 EIR	\$61,103	\$19,546	\$41,557	\$61,103	\$0
ODC and Legal 2013-2004 EIR	\$252,851	\$122,219	\$130,632	\$252,851	\$0
Contingency	\$265,756	\$0	\$236,060	\$236,060	\$29,696
Total Corridor Electrification Phase II	\$11,423,454	\$4,353,861	\$7,069,593	\$11,423,454	\$0
Previous 35% Design & Environ. thru June 2012	\$23,708,128	\$23,708,128	\$0	\$23,708,128	\$0
TA Administration	\$11,250,000	\$125,110	\$124,890	\$250,000	\$11,000,000
TA Contingency	\$0	\$0	\$11,000,000	\$11,000,000	(\$11,000,000)
Total Project	\$46,381,582	\$28,187,099	\$18,194,483	\$46,381,582	\$0

Note: The estimate at completion reflects the approved FY14 budget and current staffing plan. The FY14 budget includes the update of 35% design which is to be performed by Owner's technical team and procurement planning for the future design build contract.



Issues: Budget has been re-baselined to reflect the current scope of EA/FEIR and 35% design engineering activities.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Notice of Preparation (NOP) / Scoping Period	11/30/12	03/18/13	11/30/12	03/18/13	11/30/12	03/18/13
Draft EIR	02/18/13	11/18/13	02/18/13	11/18/13	02/18/13	01/21/14
Final EIR	01/01/14	08/11/14	01/01/14	08/11/14	02/26/14	10/06/14
Caltrain Board Consideration and Adoption	07/22/14	09/12/14	07/22/14	09/12/14	09/16/14	11/07/14
Notice of Determination (NOD)	09/12/14	09/12/14	09/12/14	09/12/14	11/07/14	11/07/14

Progress

This Quarter:

- Oct - Dec 2013**
- (1) Continued to confirm the project elements including previously completed 35% engineering design, operations assumptions, and financials and continue environmental impact analysis.
 - (2) Continued coordination with the California High Speed Rail Authority (CHSRA) on defining the scope of the Peninsula Corridor Electrification Project (PCEP) in relation to the blended system.

Future

Activities:

- Jan - Mar 2014**
- (1) Continue environmental impact analysis for the input to the PCEP EIR.
 - (2) Commence Peninsula Corridor Electrification Owner's Representative proposal evaluation.
 - (3) Perform Electrification Owner's Representative proposal evaluation and interviews.

Issues: Schedule has been re-baselined to reflect the current scope of EA/FEIR and 35% design engineering activities.

Funding:	Original		Current		% Expended		EAC	
	Contribution	% Contribution	Contribution	% Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$11,250,000	24%	\$11,250,000	24%	\$125,110	1%	\$11,250,000	24%
Others								
Federal	\$15,676,817	34%	\$15,676,817	34%	\$12,521,259	80%	\$15,676,817	34%
State	\$4,000,000	9%	\$4,051,442	9%	\$3,235,547	80%	\$4,051,442	9%
Local	\$11,298,183	24%	\$11,319,204	24%	\$9,041,573	80%	\$11,319,204	24%
Other	\$4,084,119	9%	\$4,084,119	9%	\$3,263,609	80%	\$4,084,119	9%
Total	\$46,309,119	100%	\$46,381,582	100%	\$28,187,099	61%	\$46,381,582	100%

Issues: None.

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Railroad Grade **Separations**

00759 - GRADE SEPARATION PROJECT - SAN BRUNO AVENUE

Scope:



This project has been re-scoped and re-scheduled in conjunction with Caltrain five-year Capital Improvement Program. The project will raise the railroad in a retained embankment and lower roadways crossing the railroad right of way from just south of the I-380 flyover to approximately San Felipe Road (MP 12.0) in San Bruno. The project will eliminate at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replace them with grade separated vehicular access. Pedestrian under-crossings will be constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station will be relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of the San Bruno Lumber will become a surface parking lot for the new San Bruno station. A BART vent structure will be retrofitted to support Caltrain track loading.

Construction contract Option 1 has been exercised and includes: a new at-grade parking lot and transit center, northbound platform at San Bruno station, roadway improvements along First Avenue, construction of three pedestrian under crossings and the demolition of the San Bruno temporary station. Current EAC reflects the inclusion of Option 1.

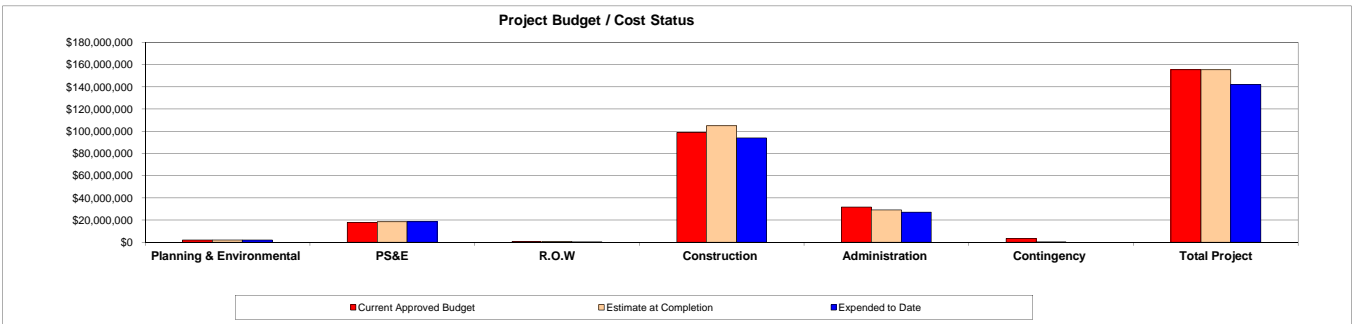
Project Status Summary: The project is currently in the Construction phase.

Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$2,100,934	\$2,159,189	\$0	\$2,159,189	(\$58,255)
PS&E	\$17,916,786	\$18,429,076	\$0	\$18,429,076	(\$512,290)
R.O.W	\$628,147	\$511,322	\$45,478	\$556,800	\$71,347
Construction	\$99,066,715	\$94,010,607	\$11,023,895	\$105,034,502	(\$5,967,787)
Administration	\$31,892,931	\$27,169,393	\$1,936,445	\$29,105,838	\$2,787,093
Contingency	\$3,686,793	\$0	\$44,595	\$44,595	\$3,642,198
Total Project	\$155,292,306	\$142,279,587	\$13,050,413	\$155,330,000	(\$37,694)



Issues: The \$155.3M EAC includes \$330K for SMCTA administration and related expenses.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	06/01/04	08/25/06	02/17/09	06/01/10	2/17/09A	8/12/10A
Construction	08/01/10	06/30/12	03/11/10	01/31/14	3/11/10A	05/16/14
Close Out	7/1/2012	9/31/12	02/03/14	04/30/14	05/19/14	08/18/14

Progress

This Quarter:

Oct - Dec 2013

- | | |
|--|--|
| (1) Completed installation of utilities for the new station. | (6) Began final grading at station area. |
| (2) Continued construction of water feature. | (7) Began construction at east side of elevator tower. |
| (3) Continued construction of stairs and ramp for the new station. | (8) Began final grading at Transit Center. |
| (4) Continued construction of pedestrian underpass tie-in. | (9) Began construction of north bound platform. |
| (5) Began installation of utilities at north bound platform. | |

Future

Activities:

Jan - Mar 2014

- | | |
|---|--|
| (1) Complete construction of stairs and ramp for the new station. | (7) Complete construction at east side of elevator tower. |
| (2) Complete construction of pedestrian underpass tie-in. | (8) Complete final grading at Transit Center. |
| (3) Complete installation of utilities at north bound platform. | (9) Complete final paving of street. |
| (4) Complete construction of north bound platform. | (10) Complete cut-in of traffic signals. |
| (5) Complete construction of water feature. | (11) Begin installation of platform amenities. |
| (6) Complete final grading at station area. | |

Issues: None..

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$68,610,000	60%	\$120,010,000	66%	\$79,727,163	86%	\$92,732,328	60%
Others								
Federal	\$6,600,000	6%	\$6,615,435	4%	\$6,609,239	99.9%	\$6,615,435	4%
State	\$40,000,000	35%	\$55,982,237	31%	\$55,943,185	99.9%	\$55,982,237	36%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$115,210,000	100%	\$182,607,672	100%	\$142,279,587	92%	\$155,330,000	100%

Issues: None.

Streets and Highways

00615 - Calera Parkway Project (Route 1 - Fassler Ave. to Westport)

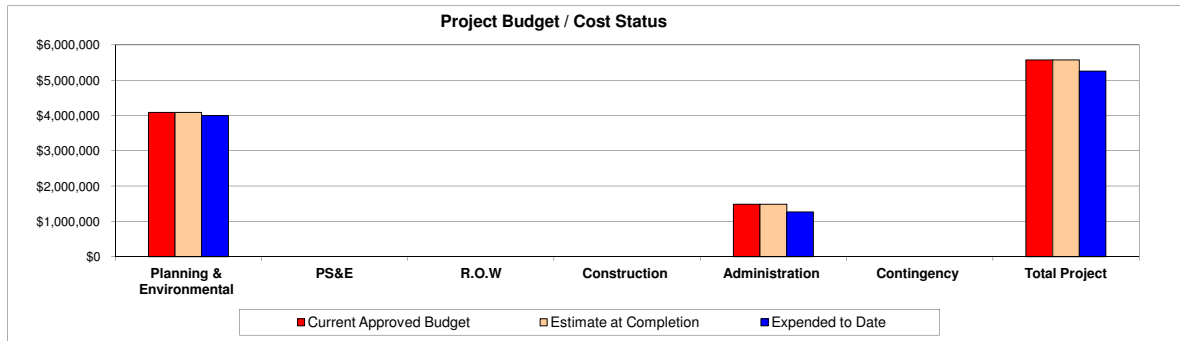
Scope: The current project scope is for the preparation of the Project Report (PR), Environmental Document (ED). This project addresses the current and projected congestion on Route One in Pacifica between Fassler Avenue and Reina Del Mar during the morning and evening commute.
TA Role: Project Manager

Project Status Summary: The project is in the environmental phase. TA and the City of Pacifica are the project sponsors for the environmental phase. Caltrans as owner operator on the facility is the lead agency and responsible for the approval of the environmental document.

Issues: None.

Budget:

	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$4,084,895	\$3,994,397	\$90,498	\$4,084,895	\$0
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,488,105	\$1,269,117	\$218,988	\$1,488,105	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$5,573,000	\$5,263,514	\$309,486	\$5,573,000	\$0



Issues: None.

Schedule:

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental Document Circulation Period	08/11/09	09/28/09	07/14/11	10/11/11	08/08/11	10/22/11
Environmental	03/01/07	03/01/10	03/01/07	08/01/13	03/01/07	08/01/13

Progress

This Quarter: (1) Closed the 30-Day Public Circulation Period.
Oct - Dec 2013 (2) Reviewed civil lawsuit against Environmental Document filed on September 6 on behalf of Pacificans for a Scenic Coast.
 (3) Coordination with SMCTA and others regarding lawsuit actions.
 (4) Continued project close out and contract administration.

Future

Activities: (1) Continue project close out of the Environmental Phase.
Jan - Mar 2014 (2) Continue to provide support for the lawsuit on an as needed basis.

Issues: None.

Funding :

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$3,873,000	100%	\$5,573,000	100%	\$5,263,514	94%	\$5,573,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$3,873,000	100%	\$5,573,000	100%	\$5,263,514	94%	\$5,573,000	100%

Issues: None.

00621 - HIGHWAY 101 - BROADWAY INTERCHANGE

Scope: The project will modify the existing interchange to relieve traffic congestion and improve safety. Current scope is detailed design for the Broadway Interchange. Project scope includes right of way and utility activities.



TA Role: Project Manager

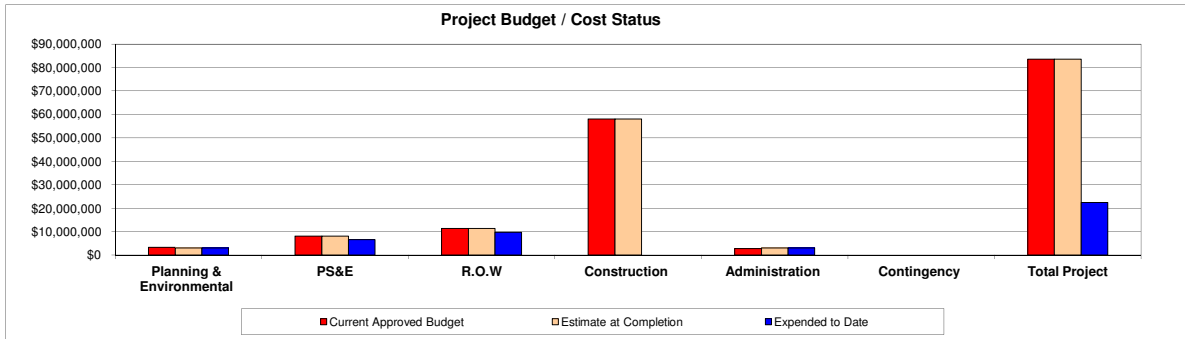
Project Status Summary: The Project is at the Plans, Specifications and Estimates (PS&E) phase, performing right of way and utility tasks. TA and the City of Burlingame are sponsors and Caltrans is the lead agency.

Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$3,350,671	\$3,071,973	\$0	\$3,071,973	\$278,698
PS&E	\$8,118,000	\$6,617,583	\$1,500,417	\$8,118,000	\$0
R.O.W	\$11,300,000	\$9,703,121	\$1,596,879	\$11,300,000	\$0
Construction	\$58,000,000	\$0	\$58,000,000	\$58,000,000	\$0
Administration	\$2,749,329	\$3,020,090	\$7,937	\$3,028,027	(\$278,698)
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$83,518,000	\$22,412,767	\$61,105,233	\$83,518,000	\$0



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR	05/01/00	11/30/05	05/01/00	11/30/05	05/01/00	11/30/05
Environmental Document Circulation Period	03/03/10	04/07/10	08/24/10	09/25/10	08/30/10	09/29/10
Environmental PS&E	10/02/08	11/30/10	10/02/08	04/23/11	10/02/08	03/24/11
	06/01/11	12/31/13	06/01/11	06/30/14	06/01/11	06/30/14

Progress

- This Quarter:** (1) Continued to hold Utility Coordination meetings as needed.
Oct - Dec 2013 (2) Continued to respond to comments from Caltrans Headquarters.
 (3) Continued working on obtaining permits.
 (4) Continued to provide support on an as needed basis.

Future Activities:

- Jan - Mar 2014** (1) Continue to respond to comments from Caltrans Headquarters.
 (2) Continue to hold Utility Coordination meetings as needed.
 (3) Continue to provide support as needed.
 (4) Advertise the project for construction.

Issues: Project Change Requests have been approved to extend the work directive out to June 30, 2014.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$19,300,000	100%	\$51,687,000	62%	\$18,194,767	35%	\$51,687,000	62%
Others								
Federal	\$0	0%	\$3,613,000	4%	\$0	0%	\$3,613,000	4%
State	\$0	0%	\$23,218,000	28%	\$4,218,000	18%	\$23,218,000	28%
City	\$0	0%	\$5,000,000	6%	\$4,218,000	84%	\$5,000,000	6%
Total	\$19,300,000	100%	\$83,518,000	100%	\$26,630,767	32%	\$83,518,000	100%

Issues: None.

00629 - U.S. 101 - MARSH TO SAN MATEO / SANTA CLARA COUNTY LINE (AUXILIARY LANES)



Scope: The project scope includes:

- 1) Widen US 101 to add auxiliary lanes in each direction from Marsh Road Interchange in San Mateo County to the Embarcadero Road Interchange in Santa Clara County.
- 2) Widen/ modify various on/off-ramps at four interchanges that lie within the project limits.
- 3) Re-construct Ringwood Pedestrian Overcrossing to accommodate the auxiliary lanes.
- 4) Install Intelligent Transportation System (ITS) equipment within the project limits.

Scope will be delivered in three segments:

- Segment 1 – US 101 Auxiliary Lanes – Marsh Road to University Avenue.
- Segment 2 – US 101 Auxiliary Lanes – University Avenue to Embarcadero Road.
- Segment 3 – US 101 Replacement Landscaping – Embarcadero Road Interchange to Marsh Road Interchange

TA Role: Funding Agency

Project Status Summary: The PS&E and Construction phases were performed by Caltrans. Caltrans completed the environmental work in 2008 and will be in charge of the bidding process and construction management.

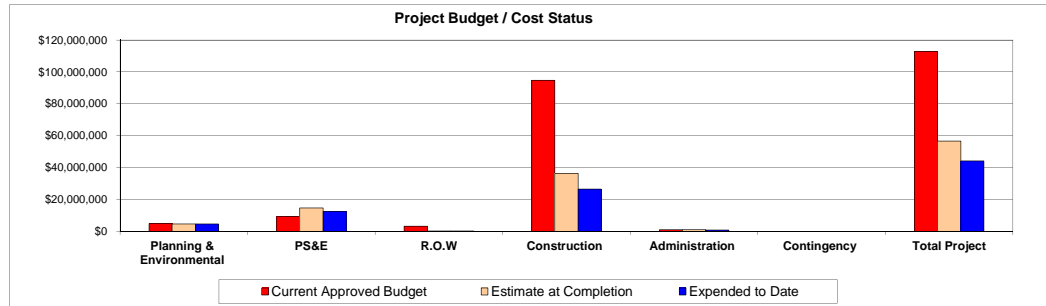
Issues: None.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$4,824,668	\$4,624,669	\$0	\$4,624,669	\$199,999
PS&E	\$9,185,000	\$12,342,640	\$2,267,562	\$14,610,202	(\$5,425,202)
R.O.W	\$3,244,000	\$75,129	\$100,000	\$175,129	\$3,068,871
Construction	\$94,660,000	\$26,379,806	\$9,920,194	\$36,300,000	\$58,360,000
Administration	\$1,019,332	\$772,272	\$137,728	\$910,000	\$109,332
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$112,933,000	\$44,194,516	\$12,425,484	\$56,620,000	\$56,313,000

Note: The Current Approved Budget reflects the approval of Resolution No. 2010-9.



Issues: None.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	03/31/07	10/31/08	03/31/07	10/31/08	03/31/07	10/31/08
Segment 1 (Marsh Road to University Avenue)						
PS&E	11/03/08	08/20/10	11/03/08	08/20/10	11/03/08	08/20/10
Construction	01/03/11	03/23/12	01/03/11	03/23/12	07/01/11	06/30/12
Segment 2 (University Avenue to Embarcadero Road)						
PS&E	11/03/08	09/20/11	11/03/08	09/20/11	11/03/08	09/20/11
Construction	02/06/12	11/22/13	02/06/12	11/22/13	07/01/12	11/30/12
Segment 3 (Embarcadero Road Interchange to Marsh Road Interchange - Landscape Contract)						
PS&E	11/03/08	06/18/13	11/03/08	06/18/13	11/03/08	07/31/13
Construction	09/05/13	11/08/17	09/05/13	11/08/17	10/15/13	12/31/17

Progress

This Quarter: (1) Awarded Landscaping contract to Bortolussi & Watkin Inc., for Segment 3 (Embarcadero Road Interchange to Marsh Road Interchange - Landscape Contract).
Oct- Dec 2013 (2) Conducted pre-construction meeting.

Future

Activities: (1) Continue irrigation construction and planting.
Jan- Mar 2014

Issues: None.

Funding:



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$36,912,000	33%	\$36,912,000	33%	\$10,074,516	67%	\$15,000,000	26%
Others								
Federal	\$1,800,000	2%	\$1,800,000	2%	\$1,620,000	100%	\$1,620,000	3%
State	\$74,221,000	66%	\$74,221,000	66%	\$32,500,000	81%	\$40,000,000	71%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$112,933,000	100%	\$112,933,000	100%	\$44,194,516	78%	\$56,620,000	100%

Issues: None.

00782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

Scope: The project scope includes the replacement of the Route One San Pedro Creek Bridge in Pacifica. The existing bridge does not meet current seismic/structural standards and is susceptible to flooding. Planning and environmental work is complete and was funded with federal funding. Measure A funds will fund the plans, specification and estimate (PS&E) phase as well as a portion of the capital and project management support.



TA Role: Funding Agency and Project Support (Design)

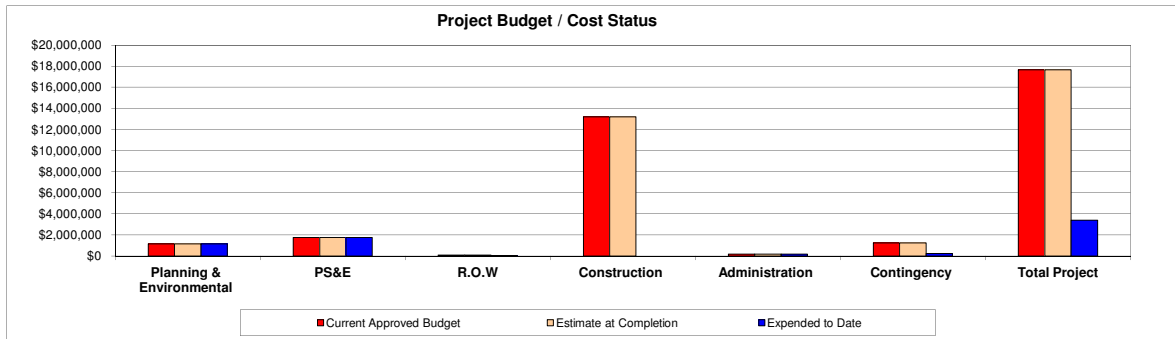
Project Status Summary: Current phase is PS&E with the City of Pacifica as sponsor.

Issues: (1) Scope has changed significantly. Change includes an alternate design for the widening of San Pedro Creek as required by the California Coastal Commission. The project has been re-scoped to include creek work.

Budget:



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$1,147,000	\$1,147,000	\$0	\$1,147,000	\$0
PS&E	\$1,750,000	\$1,750,000	\$0	\$1,750,000	\$0
R.O.W	\$100,000	\$50,000	\$50,000	\$100,000	\$0
Construction	\$13,200,000	\$0	\$13,200,000	\$13,200,000	\$0
Administration	\$200,000	\$197,350	\$2,650	\$200,000	\$0
Contingency	\$1,253,000	\$253,000	\$1,000,000	\$1,253,000	\$0
Total Project	\$17,650,000	\$3,397,350	\$14,252,650	\$17,650,000	\$0



Issues: (1) On August 1, 2013 the TA Board authorized the allocation of an additional 3.4 million of Measure A funding.
(2) \$1 million Federal OBAG was secured for the project.

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	04/01/11	10/05/12	04/01/11	09/20/13	04/01/11	09/20/13
Construction	04/07/14	09/02/16	04/07/14	09/02/16	04/07/14	09/02/16

Progress

This Quarter: (1) Continued close out of the PS&E phase.
Oct - Dec 2013 (2) Continued the advertisement period for construction.
 (3) Continued to provide on going support for the transition into the construction phase.

Future

Activities: (1) Continue project close out of the design phase.
Jan - Mar 2014 (2) Perform on-going support for the transition into the next phase of the project (Construction) on an as needed basis.
 (3) Bid opening.
 (4) Construction Contract Award.

Issues: The California Coastal Commission (CCC) requires inclusion of San Pedro Creek widening as part of the Bridge Replacement Project, the project schedule was hence rebaselined in August 2013 to reflect the inclusion of the requirement.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,200,000	34%	\$10,054,000	57%	\$1,792,350	18%	\$10,054,000	57%
Others								
Federal	\$3,305,000	35%	\$3,305,000	19%	\$0	0%	\$3,305,000	19%
State	\$3,000,000	32%	\$3,000,000	17%	\$0	0%	\$3,000,000	17%
Other	\$0	0%	\$1,291,000	7%	\$1,605,000	124%	\$1,291,000	7%
Total	\$9,505,000	100%	\$17,650,000	100%	\$3,397,350	19%	\$17,650,000	100%

(1) The TA Board Authorized the allocation of \$3.4 Million of Measure A funding in August 2013.
 (2) \$1 million of Federal OBAG funding was also secured in August 2013.

Issues:

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Streets and Highways

Level 1

00622 - Willow Interchange

Scope:

This project is for the preparation of the Project Report (PR) and the Environmental Document (ED) for the reconstruction of the Willow Interchange in Menlo Park and East Palo Alto. The project scope is anticipated to include detailed design and construction at a later date as the Board authorizes future budget.

Phase: Environmental

Status: The project has achieved Environmental Clearance. Preparation for the next phase, PS&E (Design) has commenced.

TA Funding
\$5,000,000

Expended
\$1,495,792

Remaining
\$3,504,208

Monitoring and **Plant Establishment**

Streets and Highways - Monitoring and Plant Establishment

<p>00725 - U.S. 101 - 3rd Avenue to Millbrae Project</p> <p>Scope: This Project is for the design and construction for the addition of an auxiliary lane in both directions of Hwy 101 between 3rd Ave. and Millbrae Ave. The project also includes the reconstruction of the Peninsula Avenue over crossing. The Monte Diablo pedestrian over crossing, construction of the Broadway pedestrian over crossing and construction of sound walls.</p> <p>Phase: Monitoring / Plant Establishment Status: Construction is complete; continue with Monitoring and Plant Establishment through March 31, 2014.</p>	<table> <tr> <td>TA Funding</td> <td>Expended</td> <td>Remaining</td> </tr> <tr> <td>\$92,580,000</td> <td>\$85,697,623</td> <td>\$6,882,377</td> </tr> </table>	TA Funding	Expended	Remaining	\$92,580,000	\$85,697,623	\$6,882,377
TA Funding	Expended	Remaining					
\$92,580,000	\$85,697,623	\$6,882,377					

Projects In Development

TA - Caltrain Projects:

<p>00707 - South San Francisco Station Platform</p> <p>Scope: The study includes reviewing and advancing design options for hold-out rule elimination at the South San Francisco (SSF) Station.</p> <p>Phase: Study Status: Continued to review and advance design options. Work is being performed by Caltrain under Project 02063 - Holdout Rule Elimination at Broadway, Atherton and SSF stations.</p>	<p>SMCTA Funding \$9,643,565</p> <p>Expended \$2,584,921</p> <p>Remaining \$7,058,644</p>
<p>00708 - Burlingame / Broadway Station Platform</p> <p>Scope: This project is for the design and construction of an interim northbound outboard platform and installation of a center fence to eliminate the hold-out rule. The existing Broadway station is located at the Broadway Avenue intersection which causes excessive gate downtime. This reconstruction work will result in the northbound train stopping north of the Broadway intersection which in turn will allow for a better flow of vehicular traffic and less gate downtime.</p> <p>Phase: Study Status: Continued to review and advance design options. Work is being performed by Caltrain under Project 02063 - Holdout Rule Elimination at Broadway, Atherton and SSF stations.</p>	<p>SMCTA Funding \$2,870,000</p> <p>Expended \$859,442</p> <p>Remaining \$2,010,558</p>
<p>00765 - Interim Outside Boarding Platform - Atherton</p> <p>Scope: This project provides funding to the JPB to construct an interim outside boarding platform and a center fence to eliminate the hold-out rule.</p> <p>Phase: Study Status: Continued to review and advance design options. Work is being performed by Caltrain under Project 02063 - Holdout Rule Elimination at Broadway, Atherton and SSF stations.</p>	<p>SMCTA Funding \$2,790,000</p> <p>Expended \$110,868</p> <p>Remaining \$2,679,132</p>

<p>00735 - Parking Expansion @ Hillsdale, Redwood City & Menlo Park</p> <p>Scope: This project is for the JPB to study parking needs/ expansion at Hillsdale, Redwood City & Menlo Park.</p> <p>Phase: Study Status: On Hold Reason: Original study identified access improvement needs beyond auto parking. A follow-up study is being discussed and scoped out.</p>	<p>SMCTA Funding \$1,000,000</p> <p>Expended \$82,468</p> <p>Remaining \$917,532</p>
<p align="center"><i>Railroad Grade Separations</i></p>	
<p>00698 - Right of Way Preservation</p> <p>Scope: This project is for the purchase of segments of the right of way in the proximity of the JPB right of way for grade separation projects. Locations include: Whipple Avenue - Redwood City; 25th Avenue - San Mateo; Holly Street - San Carlos; a strip of land between 25th Avenue and Hillsdale stations; and San Bruno Avenue - San Bruno.</p> <p>Phase: Property Management Status: Property Management is on-going.</p>	<p>SMCTA Funding \$16,074,000</p> <p>Expended \$15,484,068</p> <p>Remaining \$589,932</p>
<p>00757 - Grade Separation Study - Menlo Park</p> <p>Scope: This project provides funding to the City of Menlo Park to conduct grade separation feasibility studies for Oak Grove, Glenwood, Encinal and Ravenswood Avenues.</p> <p>Phase: Study Status: On Hold Reason: Project has been placed on hold; Capital Program Management team is currently reviewing the impact of future capital improvements in the vicinity of the Menlo Park station.</p>	<p>SMCTA Funding \$550,000</p> <p>Expended \$243,440</p> <p>Remaining \$306,560</p>

Railroad Grade Separations (cont.)

<p>00758 - Grade Separation Study - Linden Avenue</p> <p>Scope: This project provides funding to the JPB for the South Linden Grade Separation Project.</p> <p>Phase: Planning Status: In November 2013, \$650K was allocated to this project for Planning under Resolution 2013 - 24.</p>	<p>SMCTA Funding \$11,179,802</p> <p>Expended \$5,037,049</p> <p>Remaining \$6,142,753</p>
<p>00676 - Grade Separation Study - 25th Avenue (San Mateo)</p> <p>Scope: This project provides funding to the JPB for the 25th Avenue (San Mateo) Grade Separation Project.</p> <p>Phase: Planning Status: \$3.7M was allocated to this project for Preliminary Engineering and Environmental Clearance under Resolution 2013 - 24.</p>	<p>SMCTA Funding \$6,741,180</p> <p>Expended \$1,445,015</p> <p>Remaining \$5,296,165</p>
<p>TBD - Grade Separation Study - Broadway (Burlingame)</p> <p>Scope: This project provides funding to the JPB for the Broadway (Burlingame) Grade Separation Project.</p> <p>Phase: Planning Status: \$1M was allocated to this project for Planning under Resolution 2013 - 24.</p>	<p>SMCTA Funding \$1,000,000</p> <p>Expended \$0</p> <p>Remaining \$1,000,000</p>

Railroad Grade Separations (cont.)

<p>00764 - San Mateo County Grade Separation Study</p> <p>Scope: This project provides funding to the JPB to carry out the grade separation conceptual alignment footprint study for San Mateo County.</p> <p>Phase: Study Status: On Hold Reason: Study is being reviewed by management. Need to issue final report and consolidate data with grade separation study for Grade Separation Evaluation/Prioritization (SMCTA Project #00738).</p>	<p>SMCTA Funding \$1,000,000</p> <p>Expended \$926,083</p> <p>Remaining \$73,917</p>
<p>00773 - Grade Separation Project Study Reports @ 3 TBD Locations</p> <p>Scope: This project provides funding to complete grade separation studies at three locations to be identified with the conclusions of the footprint study.</p> <p>Phase: Study Status: On Hold Reason: Awaiting completion of footprint study.</p>	<p>SMCTA Funding \$2,000,000</p> <p>Expended \$0</p> <p>Remaining \$2,000,000</p>
<h3>Streets and Highways</h3>	
<p>00625 - U.S. 101 - Candlestick</p> <p>Scope: This project is for the initial efforts of the interchange reconstruction at Candlestick Interchange on U.S. 101. The project scope is anticipated to include environmental studies, PS&E and construction at a later date as the Board authorizes future budget.</p> <p>Phase: PSR Status: PSR is being developed by the City of Brisbane. The TA is monitoring the progress. Measure A funds may be allocated for future work.</p>	<p>SMCTA Funding \$1,011,000</p> <p>Expended \$29,930</p> <p>Remaining \$981,070</p>

Streets and Highways (cont.)

<p>00733 - State Route 92 - U.S. 101 to I-280</p> <p>Scope: This project is for the preparation of the Project Study Report (PSR) for the additional auxiliary lanes from Highway 101 to I-280 in the uphill (westbound) direction. The project scope is anticipated to include environmental studies, PS&E and construction at a later date as the Board authorizes future budget. A PSR will be written to evaluate all alternatives which will include interchanges and evaluate the entire corridor for auxiliary lanes.</p> <p>Phase: PSR Status: Study under way Reason: Additional funding needed.</p>	<p>SMCTA Funding \$679,958</p> <p>Expended \$651,942</p> <p>Remaining \$28,016</p>
<p>00774 - Highway Evaluation Program</p> <p>Scope: The project is to conduct countywide highway operational studies to assess congestion forecasting and operational analysis.</p> <p>Phase: Study Status: Scope and schedule being developed.</p>	<p>SMCTA Funding \$3,000,000</p> <p>Expended \$2,639,864</p> <p>Remaining \$360,136</p>

Oversight

<p>00771 - C/CAG Study / ITS Program</p> <p>Scope: This project is for the development of an ITS (Intelligent Transportation System) strategic plan for the implementation of state-of-the-art intelligent transportation systems throughout San Mateo County. This study will include: - Define Incident Management Goals and Objectives for San Mateo County. - Establish a schedule for the development/implementation of the Traffic Incident Management Plan. - Develop Inter-Agency Cooperation and Inter-Agency Agreements/MOUs.</p> <p>Phase: Design Status: C/CAG leading effort and coordinating with Caltrans, SMCTA, and Cities to implement project. Progress: (1) PSR completed. (2) Alternative routes for Traffic Incident Guide completed. (3) Design of pilot project nearly complete.</p>	<p>SMCTA Funding \$4,170,000</p> <p>Expended \$3,925,869</p> <p>Remaining \$244,131</p>
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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.

Segment Group – A grouping to collect costs for specific types of tasks performed on the project:

- **Segment Group 1 – Planning & Engineering** – Consists of Feasibility Study, PSR (Project Study Report) and Environmental
- **Segment Group 2 – PS&E (Plan, Specifications and Estimates)** – Consists of Engineering Plans, Specifications and Estimating tasks from 35% Design to Final Design.



San Mateo County Transportation Authority

CAPITAL PROJECTS – Quarterly Progress Report

- **Segment Group 3 – R.O.W (Right-Of-Way)** – Consists of ROW/Easements and Utility Relocation.
- **Segment Group 4 – Construction** – Consists of Procurement and Construction.
- **Segment Group 5 – Administration** – Consists of Program Support and Project Management Services, Agency staff, Sponsor Staff & Administration, In-House Legal Service, and Other Direct costs incurred by agency staff.
- **Segment Group 6 – Contingency** – Consists of Project Contingency.

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.

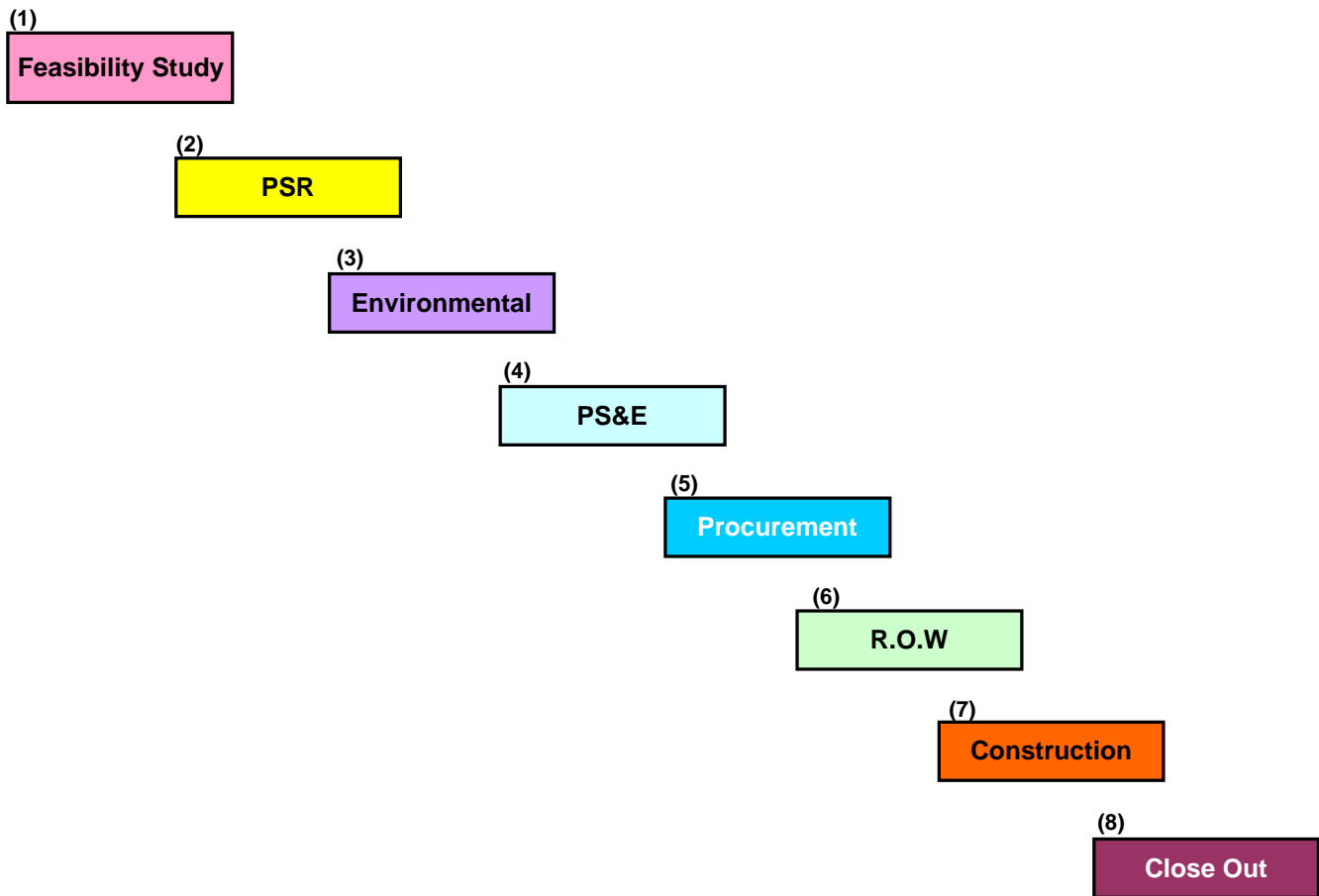
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

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 forecast is within plus /minus 10% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.
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 date is later than the current baseline scheduled completion date by more than six months. (c) Schedule NOT defined for two consecutive months.
4. FUNDING	(a) Expenditure is consistent with Available Funding.	(a) Expenditure reaches 90% of <u>Available Funding</u> , where remaining funding is NOT yet available.	(a) Expenditure reaches 100% of <u>Available Funding</u> , where remaining funding is NOT yet available.
	(b) All funding has been secured or available for scheduled work.	(b) NOT all funding is secured or available for scheduled work.	(b) No funding is secured or available for scheduled work.