

Capital Projects

Quarterly Status Report

1st Quarter FY2015 : July 1 - September 30, 2014

Report prepared for the December 4, 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
	Q4 FY14	Q1 FY15	Q4 FY14	Q1 FY15	Q4 FY14	Q1 FY15	Q4 FY14	Q1 FY15	
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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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TA – Caltrain Projects

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 analysis 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 State only environmental clearance activities and 35% design engineering activities.

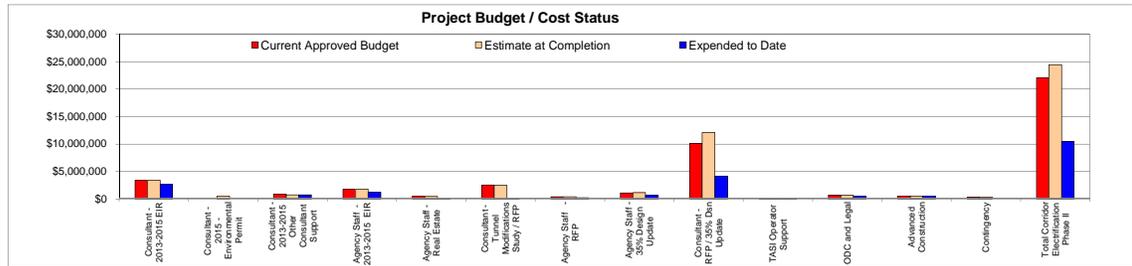
Issues: The budget reflects all efforts associated with processing a State only environmental document and environmental planning, public outreach, operations, project controls and engineering supporting during the environmental clearance phase. The FY13, FY14 & FY15 budgets include the DEIR, FEIR, 35% design updates to be performed by Owner's technical team and procurement effort for the design build contract through June 2015.

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 - 2013-2015 EIR	\$3,407,354	\$2,555,778	\$851,575	\$3,407,353	\$0
Consultant - 2015 - Environmental Permit	\$0	\$0	\$477,000	\$477,000	(\$477,000)
Consultant - 2013-2015 Other Consultant Su	\$831,025	\$711,127	\$14,401	\$725,528	\$105,496
Agency Staff - 2013-2015 EIR	\$1,783,462	\$1,163,678	\$619,784	\$1,783,462	\$0
Agency Staff - Real Estate	\$414,171	\$20,602	\$393,569	\$414,171	\$0
Consultant - Tunnel Modifications Study / RFP	\$2,508,769	\$143,036	\$2,331,116	\$2,474,152	\$34,617
Agency Staff - RFP	\$369,552	\$208,494	\$161,059	\$369,552	(\$0)
Agency Staff - 35% Design Update	\$1,097,317	\$580,769	\$575,538	\$1,156,307	(\$58,990)
Consultant - RFP / 35% Dsn Update	\$10,119,918	\$4,151,394	\$7,944,696	\$12,096,090	(\$1,976,172)
TASI Operator Support	\$59,966	\$46,141	\$34,720	\$80,861	(\$20,894)
ODC and Legal	\$672,776	\$417,882	\$261,250	\$679,132	(\$6,356)
Advanced Construction	\$497,378	\$497,378	\$0	\$497,378	\$0
Contingency	\$315,872	\$0	\$315,872	\$315,872	(\$0)
Total Corridor Electrification Phase II	\$22,077,560	\$10,496,279	\$13,980,580	\$24,476,858	(\$2,399,299)

Note: The current budget and estimate at completion reflect the approved FY13, FY14 & FY15 budget and current staffing plan.



Issues: The Original Budget reflects the FY13, FY14 & FY15 approved budgets. The environmental Permit and Utility and real estate Survey effort are part of overall program scope, but were not in the original FY15 budget request. The subject work are advanced into FY15 to support electrification DB RFP and overall project delivery schedule. A mid-year budget request will be submitted to recover the budget shortfall.

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	11/30/12A	3/18/13A	11/30/12A	3/18/13A
Draft EIR	02/18/13	11/18/13	2/18/13A	2/28/14A	2/18/13A	2/28/14A
Final EIR	01/01/14	08/11/14	2/28/14A	08/11/14	2/28/14A	11/06/14
Caltrain Board Consideration and Adoption	07/22/14	09/12/14	07/22/14	09/12/14	11/06/14	12/04/14
Notice of Determination (NOD)	09/12/14	09/12/14	09/12/14	09/12/14	12/05/14	01/05/14
D - B RFP	04/01/14	01/15/15	04/01/14	01/15/15	04/01/14	01/15/15
Real Estate / ROW	07/01/14	09/30/15	07/01/14	07/28/16	07/01/14	07/28/16

Progress

This Quarter:

Jul - Sep 2014

- (1) Continued to respond to comments collected through the DEIR comment period (February 28- April 29, 2014), and to prepare the FEIR.
- (2) Design Build Procurement RFQ were received on July 31, 2014, and evaluation of the responses are underway.
- (3) Continued Design Build RFQ/RFP effort.
- (4) Continued utility and ROW mapping effort.
- (5) Held Electrification cost estimate deep dive workshop with funding partners.

Future Activities:

Oct - Dec 2014

- (1) Continue to respond to comments collected through the Draft Environmental Impact Report (DEIR) comment period and preparation of the Final Environmental Impact Report (FEIR).
- (2) Continue utility survey and ROW mapping effort.
- (3) Commence tunnel modification design work.
- (4) Complete Design Build Procurement RFQ evaluation and recommendation.
- (5) Prepare presentation for Peninsula Corridor Electrification Project (PCEP) cost and schedule update for the November 4, 2014 JPB meeting.
- (6) Continue Design Build RFP effort.

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

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
Federal	\$6,956,313	32%	\$6,956,313	32%	\$3,307,222	48%	\$6,956,313	28%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Local	\$2,906,355	13%	\$2,906,355	13%	\$1,381,761	48%	\$2,906,355	12%
Other	\$12,214,892	55%	\$12,214,892	55%	\$5,807,295	40%	\$14,614,190	60%
Total	\$22,077,560	100%	\$22,077,560	100%	\$10,496,279	43%	\$24,476,858	100%

Issues: None.

Railroad Grade **Separations**

00759 - GRADE SEPARATION PROJECT - SAN BRUNO AVENUE

Scope:



The project raised the railroad in a retained embankment and lowered 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 eliminated at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replaced them with grade separated vehicular access. Pedestrian under-crossings were constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station was relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of the San Bruno Lumber was converted into a surface parking lot for the new San Bruno station.

The following were also completed under construction contract option 1: 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.

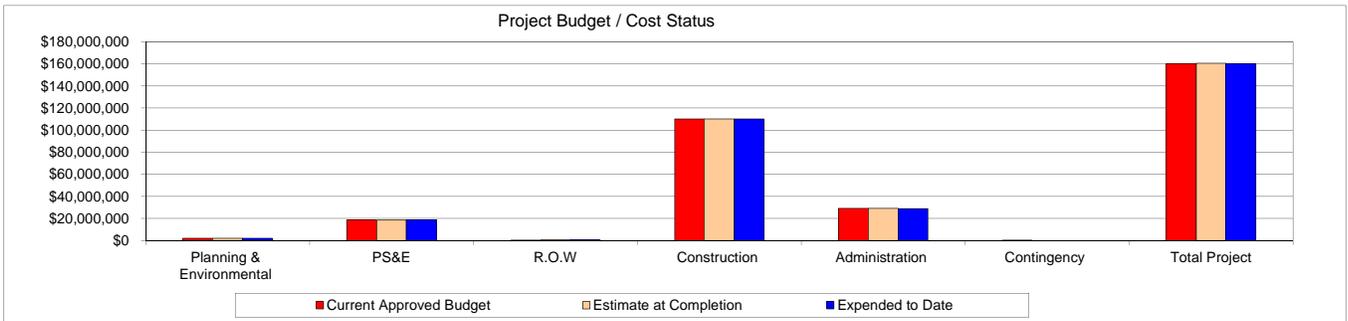
Project Status Summary: The project is currently in the Closeout phase.

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	\$2,159,189	\$2,159,189	\$0	\$2,159,189	\$0
PS&E	\$18,429,076	\$18,429,076	\$0	\$18,429,076	\$0
R.O.W	\$515,000	\$540,000	\$0	\$540,000	(\$25,000)
Construction	\$110,045,502	\$110,269,085	\$0	\$110,269,085	(\$223,583)
Administration	\$29,179,356	\$29,049,943	\$51,735	\$29,101,678	\$77,678
Contingency	\$84,182	\$0	\$0	\$0	\$84,182
Total Project	\$160,412,305	\$160,447,293	\$51,735	\$160,499,028	(\$86,723)



Issues: Expended to Date amount includes actual recorded cost and estimated accruals.

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	07/15/14
Close Out	7/1/2012	9/31/12	02/03/14	04/30/14	07/16/14	10/29/14

Progress

This Quarter:

Jul - Sep 2014

- (1) Completed sidewalk & concrete paving at First Street.
- (2) Completed construction at east & west side of elevator tower.
- (3) Completed work on final portion of transit center.
- (4) Completed pre-cast panel installation at station.
- (5) Completed false ceiling at San Bruno & San Mateo underpasses.
- (6) Completed final planting & landscaping.
- (7) Completed punch list work.
- (8) Began project close out.

Future

Activities:

Oct - Dec 2014

- (1) Complete project close out.

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%	\$97,894,869	100%	\$97,901,356	61%
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	35%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Total	\$115,210,000	100%	\$182,607,672	100%	\$160,447,293	100%	\$160,499,028	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

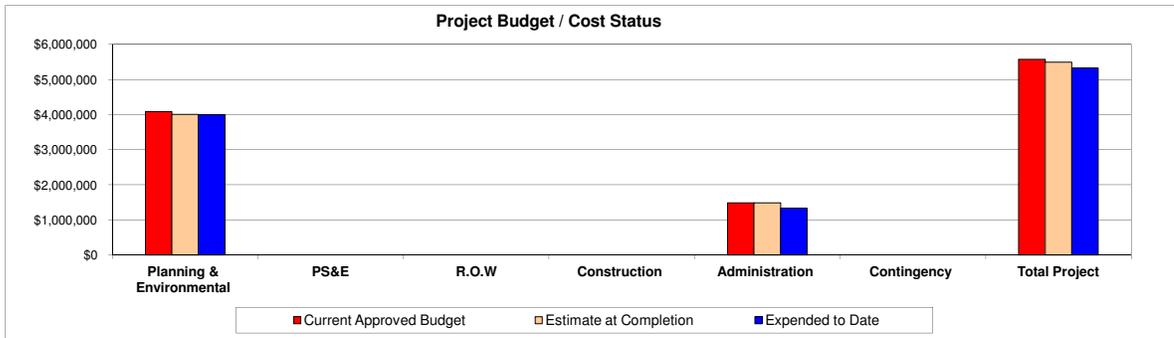
Project Status Summary: The project is in the environmental phase. TA and the City of Pacifica are the project sponsors for the environmental phase. Caltrans as owner operator on the facility is the lead agency and responsible for the approval of the environmental document. Caltrans certified the ED on August 1, 2013.

Issues: A lawsuit was filed against the project's Environmental Document on September 6, 2013 by the "Pacifans for a Scenic Coast". Caltrans, the City of Pacifica and the TA were named in the lawsuit.

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	\$4,002,381	\$1,336	\$4,003,717	\$81,178
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	\$1,333,629	\$154,476	\$1,488,105	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$5,573,000	\$5,336,010	\$155,812	\$5,491,822	\$81,178



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 PS&E	03/01/07	03/01/10	03/01/07	08/01/13	03/01/07	08/01/13
	TBD	TBD	TBD	TBD	TBD	TBD

Progress

This Quarter: (1) Continued close out of the environmental phase.
Jul - Sep 2014 (2) Continued to provide on going project support as needed.

Future

Activities: (1) Continue close out of the Environmental Phase.
Oct - Dec 2014 (2) Continue to respond to inquiries associated with the lawsuit from the "Pacifans for a Scenic Coast" group on an as needed basis.

Issues: The design phase is on hold awaiting the judge's decision and the formal request from Pacifica to advance the project.

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%	\$5,336,010	96%	\$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%	\$5,336,010	96%	\$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 construction of the Broadway Interchange. Project scope includes right of way and utility relocation activities.



TA Role: Funding Agency and project support.

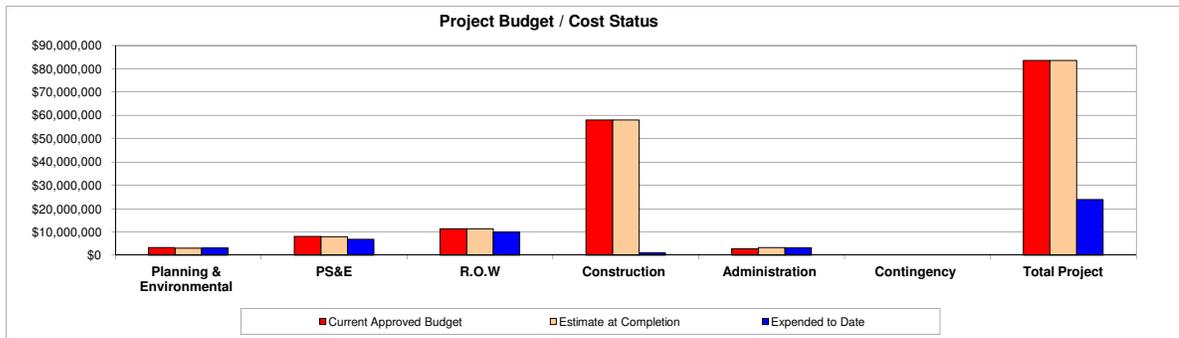
Project Status Summary: The Project is in the construction phase. The City of Burlingame is the sponsor and Caltrans is the lead agency.

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	\$2,973,409	\$0	\$2,973,409	\$377,262
PS&E	\$8,118,000	\$6,872,827	\$1,070,281	\$7,943,108	\$174,892
R.O.W	\$11,300,000	\$9,818,568	\$1,481,432	\$11,300,000	\$0
Construction	\$58,000,000	\$1,048,387	\$56,951,613	\$58,000,000	\$0
Administration	\$2,749,329	\$3,193,940	\$107,543	\$3,301,483	(\$552,154)
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$83,518,000	\$23,907,131	\$59,610,869	\$83,518,000	\$0



Issues: The Planning and Environmental "Expended to Date" amount was reduced from last quarter reflecting adjustment of accruals.

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	10/02/08	11/30/10	10/02/08	04/23/11	10/02/08	03/24/11
PS&E	06/01/11	12/31/13	06/01/11	06/30/14	06/01/11	06/30/14
Construction	07/01/14	07/31/17	07/01/14	07/31/17	07/01/14	07/31/17

Progress

- This Quarter:** (1) Approval of the construction contract by Caltrans.
Jul - Sep 2014 (2) Contractor mobilized to the construction site.
 (3) Held groundbreaking ceremony.
 (4) Continued to work with PG&E and other Utility Companies regarding the final utility relocation design.
 (5) Continued to provide design support during construction.

Future

- Activities:** (1) Complete abatement of the contaminated soil at the gas station.
Oct - Dec 2014 (2) Continue design support during construction.
 (3) Complete K-rail installation.
 (4) Continue right of way negotiations.
 (5) Continue to work with PG&E and other Utility Companies regarding the final utility design relocation.

Issues:

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%	\$19,689,131	38%	\$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%	\$0	0%	\$5,000,000	6%
Total	\$19,300,000	100%	\$83,518,000	100%	\$23,907,131	29%	\$83,518,000	100%

Issues: State funds of \$4,218,000 have been expended as shown. This same amount was duplicated as city funds in the last report.

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.

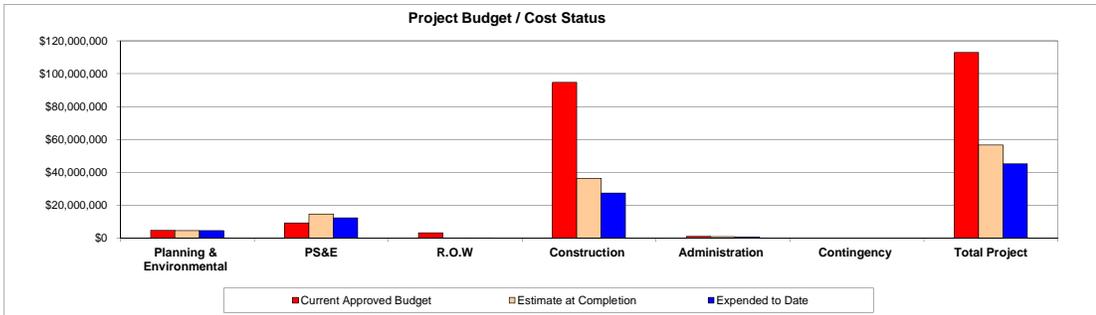
Issues: None.

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	\$4,624,668	\$1	\$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	\$27,340,307	\$8,959,693	\$36,300,000	\$58,360,000
Administration	\$1,019,332	\$788,012	\$121,988	\$910,000	\$109,332
Contingency	\$0	\$0	\$0	\$0	\$0
Total Project	\$112,933,000	\$45,170,756	\$11,449,244	\$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 / Plant Establishment	09/05/13	11/08/17	09/05/13	11/08/17	10/15/13	12/31/17

Progress

This Quarter: (1) Continued irrigation construction and planting.
Jul - Sep 2014

Future

Activities: (1) Complete irrigation construction and planting and move into plant establishment phase.
Oct - Dec 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%	\$11,050,756	74%	\$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%	\$45,170,756	80%	\$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 funded 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)

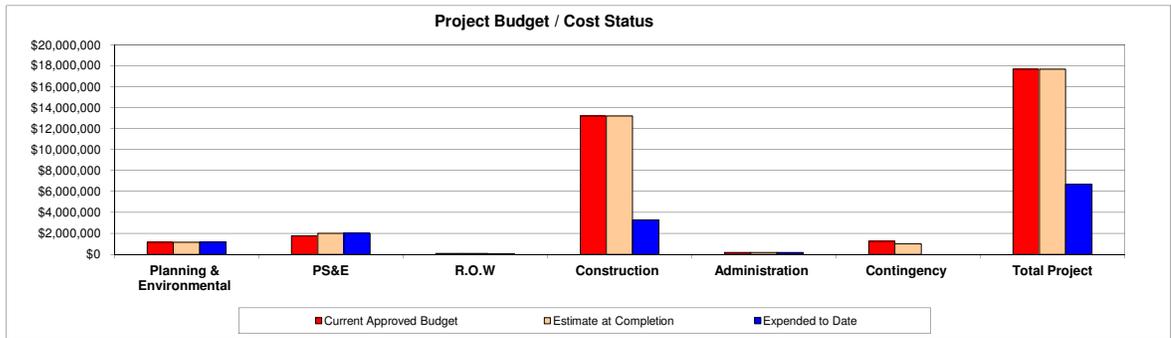
Project Status Summary: Current phase is Construction with the City of Pacifica as sponsor.

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	\$1,147,000	\$1,147,000	\$0	\$1,147,000	\$0
PS&E	\$1,750,000	\$2,003,000	\$0	\$2,003,000	(\$253,000)
R.O.W	\$100,000	\$50,000	\$50,000	\$100,000	\$0
Construction	\$13,200,000	\$3,288,463	\$9,911,537	\$13,200,000	\$0
Administration	\$200,000	\$200,000	\$0	\$200,000	\$0
Contingency	\$1,253,000	\$0	\$1,000,000	\$1,000,000	\$253,000
Total Project	\$17,650,000	\$6,688,463	\$10,961,537	\$17,650,000	\$0



Issues: Expended to date was adjusted to reflect information as shown in Caltran's Progress Report No. 01.

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:**
Jul - Sep 2014
- (1) Completed the demolition of the Route 1 bridge.
 - (2) Completed widening of the creek for the season.
 - (3) Completed the creek diversion system.
 - (4) Completed construction of the stage 1 traffic detour.
 - (5) Completed installation of the primary irrigation system.
 - (6) Completed pile driving.
 - (7) Commenced work in the creek.

Future

- Activities:**
Oct - Dec 2014
- (1) Continue excavation of the creek channel.
 - (2) Continue biological monitoring.
 - (3) Hydro seed construction staging area for winter season.
 - (4) Complete creek work per the permit requirements until April 15, 2015.

Issues: None.

Funding :



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,200,000	34%	\$7,450,614	42%	\$3,063,000	41%	\$7,450,614	42%
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%	\$3,894,386	22%	\$3,625,463	93%	\$3,894,386	22%
Total	\$9,505,000	100%	\$17,650,000	100%	\$6,688,463	38%	\$17,650,000	100%

Issues: Current funding contribution was adjusted to reflect information as shown in Caltran's Progress Report No. 01.

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Streets and Highways

Level 1

<p>00622 - Willow Interchange</p> <p>Scope: This project is for the preparation of the Project Report (PR), Environmental Document (ED) and PS&E phases for the reconstruction of the Willow Interchange in Menlo Park and East Palo Alto. The project scope is anticipated to include construction at a later date as the Board authorizes future budget.</p> <p>Phase: PS&E</p> <p>Status: The project is currently in the design phase with Caltrans as the lead agency. The current phase is funded by the State. Estimated completion date is December 2015. \$500K was allocated to the City of Menlo Park for consultant support during the Environmental Phase.</p>	<p>SMCTA Budget \$5,000,000</p> <p>Expended \$1,469,328</p> <p>Remaining \$3,530,672</p>
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<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</p> <p>Status: PSR was developed by the City of Brisbane and approved by Caltrans on 1/13/14. Measure A funds of \$400K were allocated for supplemental studies.</p>	<p>SMCTA Budget \$1,011,000</p> <p>Expended \$37,992</p> <p>Remaining \$973,008</p>
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<p>00768 - US 101 Woodside Road Interchange</p> <p>Scope: Preparation and approval of the Environmental Document and Project Report.</p> <p>Phase: Project Approval and Environmental Document (PA&ED)</p> <p>Status: Continued to work on biological studies. Continued community outreach efforts. Continue traffic forecasting. Estimated completion date is February 2016. \$3.4M was allocated for the Environmental Phase. \$5.5M was programmed for the Design Phase. \$596K was expended to date on the Environmental Phase.</p>	<p>SMCTA Budget \$7,200,000</p> <p>Expended \$2,031,038</p> <p>Remaining \$5,168,962</p>
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<p>00791 - US 101 HOV Lanes Scope: Prepare Project Study Report - Project Development Support (PSR-PDS) for the US 101 HOV Lanes project on Highway 101 from Redwood City to I-380 in San Bruno. Phase: Project Study Report - Project Development Support (PSR-PDS) Status: Currently working on the draft Preliminary Environmental Analysis Report (PEAR) and the draft PSR-PDS. Estimated completion date is December 15, 2014.</p>	<p>SMCTA Budget \$2,000,000</p> <p>Expended \$262,067</p> <p>Remaining \$1,737,933</p>
<p>00793 - Highway 1 - Mid Coast - Grey Whale Cove to Miramar Scope: Prepare Preliminary Planning Study (PPS) to address traffic issues along a 7- mile stretch of Highway 1 - Mid Coast - Grey Whale cove to Miramar. Phase: Preliminary Planning Study (PPS) Status: Currently working on the development of Alternatives and incorporating Caltrans review comments. Held public outreach meeting to discuss alternatives. Estimated completion date is February 2015. \$250K was allocated for the Preliminary Planning Study and \$250K for the PRS-PDS. \$1M was programmed for the Environmental and Design Phases.</p>	<p>SMCTA Budget \$1,500,000</p> <p>Expended \$100,291</p> <p>Remaining \$1,399,709</p>
<p>00795 - US 101 Holly Street Interchange Scope: Preparation and approval of the Environmental Document and Project Report. Phase: Project Approval and Environmental Document (PA&ED) Status: Continue to work on the Traffic Operations Analysis Report (TOAR) and project design alternatives. Estimated completion date is June 2015. \$1.5M was allocated for the Environmental Phase and \$1.5M for the Design Phase.</p>	<p>SMCTA Budget \$3,000,000</p> <p>Expended \$812,022</p> <p>Remaining \$2,187,978</p>
<p>00798 - US 101 Aux Lanes Scope: Prepare Project Study Report - Project Development Support (PSR-PDS) for the US Hwy 101 Auxiliary Lane Project from Oyster Point to San Francisco County Line. Phase: Project Study Report - Project Development Support (PSR-PDS) Status: Currently working on the draft PEAR and the draft PSR-PDS. Estimated completion date is February 2016.</p>	<p>SMCTA Budget \$1,000,000</p> <p>Expended \$142,873</p> <p>Remaining \$857,127</p>

<p>00801 - US 101 Peninsula Avenue Interchange</p> <p>Scope: Prepare Project Study Report - Project Development Support (PSR-PDS) for the US Hwy 101 Peninsula Avenue Interchange.</p> <p>Phase: Project Study Report - Project Development Support (PSR-PDS)</p> <p>Status: Currently working on the draft PSR-PDS . Estimated completion date is June 2015.</p>	<p>SMCTA Budget \$1,000,000</p> <p>Expended \$212,916</p> <p>Remaining \$787,084</p>
<p>00802 - Poplar Corridor Safety Improvements</p> <p>Scope: Preparation and approval of the Environmental Document and Project Report, Design and construction.</p> <p>Phase: Project Approval and Environmental Document (PA&ED) & Design (PS&E).</p> <p>Status: Continue incorporating public comments into conceptual design drawings to be presented at future public meetings. Estimated completion date is December 2015.</p>	<p>SMCTA Budget \$1,500,000</p> <p>Expended \$52,182</p> <p>Remaining \$1,447,818</p>
<p>00805 - Highway 92 / El Camino Real Interchange</p> <p>Scope: Preparation and approval of the Environmental Document and Project Report and Design.</p> <p>Phase: Design (PS&E).</p> <p>Status: PA&ED was approved on May 6, 2014. Commenced the design phase of the project. Estimated completion date is September 2016. \$600K was allocated for the Environmental Phase. \$1.6M has been programmed for the Design Phase and Design support.</p>	<p>SMCTA Budget \$2,200,000</p> <p>Expended \$539,989</p> <p>Remaining \$1,660,011</p>

Caltrain, Grade
Separation, Oversight
Level 1

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 Budget \$9,643,565</p> <p>Expended \$2,584,921</p> <p>Remaining \$7,058,644</p>
<p>00708 - 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 Budget \$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 Budget \$2,790,000</p> <p>Expended \$176,976</p> <p>Remaining \$2,613,024</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 Budget \$1,000,000</p> <p>Expended \$82,468</p> <p>Remaining \$917,532</p>
<p><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 complete. This will be the final report for the project.</p>	<p>SMCTA Budget \$15,484,068</p> <p>Expended \$15,484,068</p> <p>Remaining \$0</p>
<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: Planning is complete. This will be the final report for the project.</p>	<p>SMCTA Budget \$5,037,049</p> <p>Expended \$5,037,049</p> <p>Remaining \$0</p>

Railroad Grade Separations (cont.)

<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 Budget \$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 Budget \$1,000,000</p> <p>Expended \$0</p> <p>Remaining \$1,000,000</p>
<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: Need to issue final report and consolidate data with grade separation study for Grade Separation Evaluation/Prioritization (SMCTA Project #00738).</p>	<p>SMCTA Budget \$1,000,000</p> <p>Expended \$926,083</p> <p>Remaining \$73,917</p>

Railroad Grade Separations (cont.)

<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. This will be the final report for the project.</p>	<p>SMCTA Budget \$2,000,000</p> <p>Expended \$0</p> <p>Remaining \$2,000,000</p>
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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 is leading the effort and coordinating with Caltrans, SMCTA, and Cities to implement the project. Progress: (1) PSR completed. (2) Alternative routes for Traffic Incident Guide completed. (3) Design of pilot project almost complete. (4) A number of construction contracts are underway.</p>	<p>SMCTA Budget \$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.

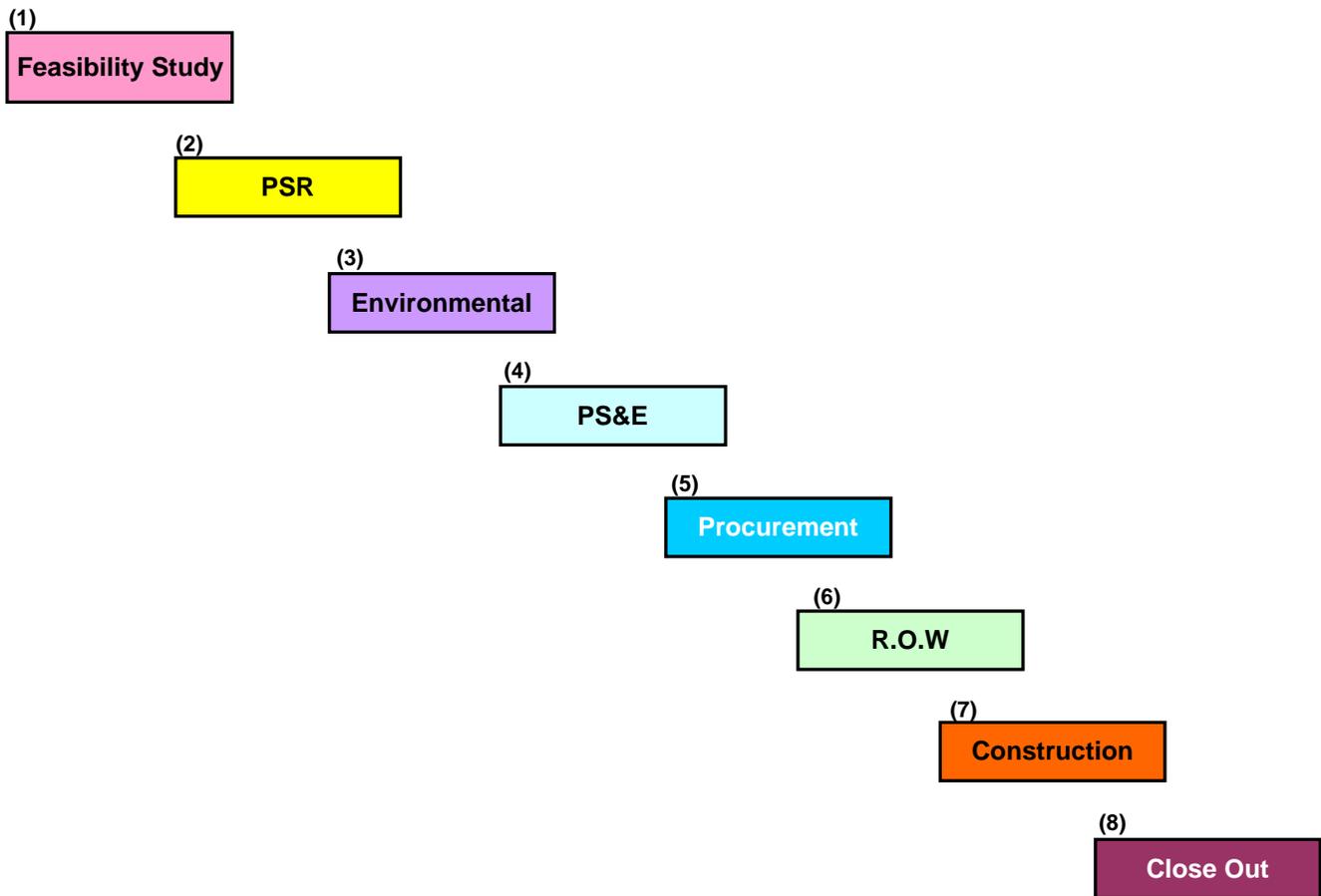
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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	<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 two 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 two 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) Project milestones / critical path show slippage more than two consecutive months.</p> <p>(b) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p> <p>(c) Schedule NOT defined for two consecutive 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>

