

Capital Projects

Quarterly Status Report

2nd Quarter FY2019 : October 01 - December 31, 2018

Report prepared for the **March 07, 2019 TA Board Meeting**





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= 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 design support during construction

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 is the implementation agency for the construction phase, and is 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 will be part of a subsequent contract following completion of the current construction contract.

Project Status Summary: PID, PA&ED, and PS&E phases were completed. Interchange construction was completed in October 2017. Caltrans is performing construction administration and inspection for plant establishment. The project is in plant establishment, preparation of as-built drawings and right-of-way closeout stage. The project is currently in scoping for subsequent landscaping/ highway planting phase with consultant and Caltrans.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	06/01/11	12/31/13	06/01/11	06/30/14	06/01/11	06/30/14
Construction	09/10/14	11/20/17	09/10/14	11/20/17	09/10/14	10/20/17
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

Progress This Quarter:

- (1) Completed plant establishment.
- (2) Continued to prepare as-built drawings.
- (3) Completed right-of-way plat and legal description for property transfer.
- (4) Began subsequent highway planting conceptual design, cost estimate and schedule.

Future Activities:

- (1) Continue right-of-way coordination and closeout.
- (2) Complete subsequent highway planting conceptual design, cost estimate and schedule.
- (3) Conduct meeting with City of Burlingame, Caltrans and consultant to discuss conceptual design.
- (4) Develop scope and budget for subsequent highway planting final design.

Issues: None

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$56,629,632	96%	\$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%	\$90,270,347	96%	\$93,738,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$56,629,632	\$2,557,368	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,270,347	\$3,467,653	\$93,738,000	\$0

Note: The current budget includes the cost for subsequent landscaping work that will commence after construction completion.



* Cost inception from the beginning of current phase.

Issues:

In July 2017, project expenditures were adjusted to include the \$1.12 M of City's reimbursement for sewer relocation work and \$4.218 M of STIP reimbursement for PS&E costs. These reimbursements had been credited back to TA and were deducted from TA's expenditure. In addition, State increased its budget by \$1.6 M to cover extra work associated with additional right-of-way commitments and unforeseen site conditions. The corresponding State and City's budgets and expenditures were revised.

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project will convert the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replace the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also includes realignment and widening of on- and off-ramps, and new signals at the ramp intersections.

Project Status Summary:

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, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park 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. Project is currently in Stage 3 construction. Caltrans is performing construction administration and inspection, and has reported that the contractor has completed approximately 85% of the construction contract work, 89% of the scheduled time has been used (including time extension due to change orders) and 75% of the budget has been expended.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/17)		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	12/31/18	05/08/17	05/31/19

Progress This Quarter:

- (1) Closed the full interchange for 72 hours to allow traffic switch to Stage 3 construction on the weekend of 10/5/18 through 10/8/18.
- (2) Demolished existing bridge structure.
- (3) Placed west side bridge approach concrete slabs.
- (4) Constructed retaining wall on East Bayshore Road.
- (5) Constructed barriers at soundwalls.
- (6) Continued median work on of the bridge deck.

Future Activities:

- (1) Perform night closures to install precast bridge girders in January 2019.
- (2) Backfill abutment 1 and abutment 3.
- (3) Install overhead signs.
- (4) Continue electrical work.

Issues:

Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with extra cost and time. Shortage of construction materials and skilled labor also contribute to delay. Three incidents total were reported in June and August. Two of the incidents required sending workers for hospital treatments. The other incident required shutting down a portion of the job site for about 10 days as required by Cal/ OSHA. All three incidents resulted in delay in schedule. Depending on the weather condition and the type of work to be performed in the winter, it is estimated that the construction will be completed in May 2019.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$51,197,080	71%	\$71,800,000	86%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	14%
Total	\$83,352,000	100%	\$62,749,080	75%	\$83,352,000	100%

Issues:

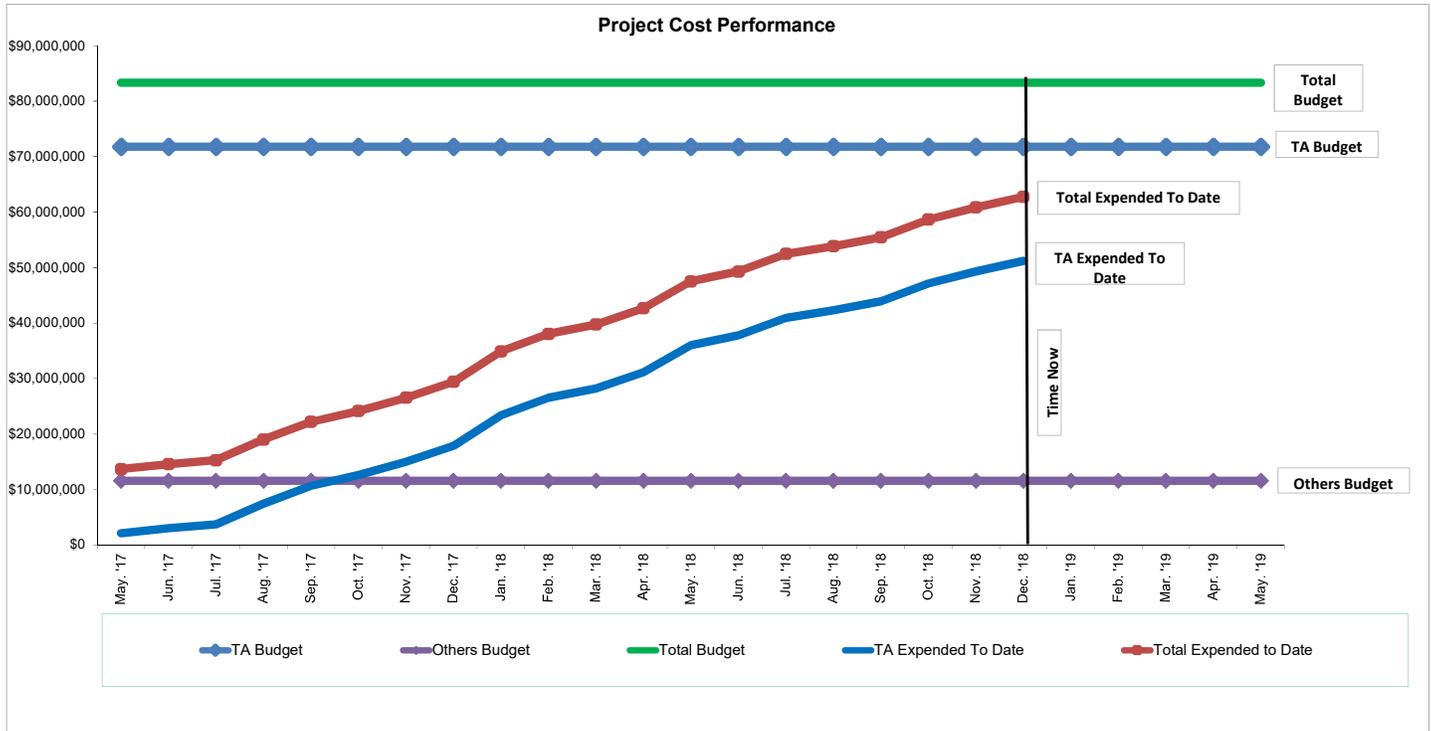
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans once State funds become available.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$51,197,080	\$20,602,920	\$71,800,000	\$0
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$62,749,080	\$20,602,920	\$83,352,000	\$0

Note: Budget is for PID, PA&ED, PS&E, right-of-way and construction phases.



* Cost inception from the beginning of current phase.

Issues:

Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with additional costs and time. Additional costs will be covered by construction contingency funds.

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

TA Role: Funding Agency

Sponsor: 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 realignment of 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 project is currently advancing PS&E from 65% to 95% level.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		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	05/01/20	08/01/17	05/01/20
Right-of-way	08/01/17	05/01/20	08/01/17	05/01/20	08/01/17	05/01/20

Progress This Quarter:

- (1) Continued to advance PS&E package to 95% level.
- (2) Obtained Caltrans' Structure Type Selection Report approval.
- (3) Monitored Critical Path Method (CPM) schedule.
- (4) Addressed comments on 65% highway submittal.
- (5) Addressed Caltrans comments on Regional Water Quality Control Board (RWQCB) 401 Permit Application.
- (6) Continued to work on 65% structure design.
- (7) Prepared draft design exception fact sheet.
- (8) Conducted Right-of-way surveying and developed Right-of-way mapping.
- (9) Coordinated utility service and relocation needs with PG&E.
- (10) Coordinated with UPRR on Right-of-way needs.

Future Activities:

- (1) Conduct Constructability Review Meeting.
- (2) Conduct utility kick-off meeting with PG&E and other utility companies.
- (3) Continue to work on the 65% structure design.
- (4) Continue to coordinate with utility companies on relocation needs.
- (5) Continue to work on geotechnical and hazardous materials investigations.
- (6) Continue to advance PS&E package to 95% level.

Issues: Delay on the approval of the Structure Type Selection Report affected the schedule for the development of 65% structure design.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$6,772,949	59%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$1,038,691	36%	\$2,894,000	20%
Total	\$14,454,000	100%	\$7,811,640	54%	\$14,454,000	100%

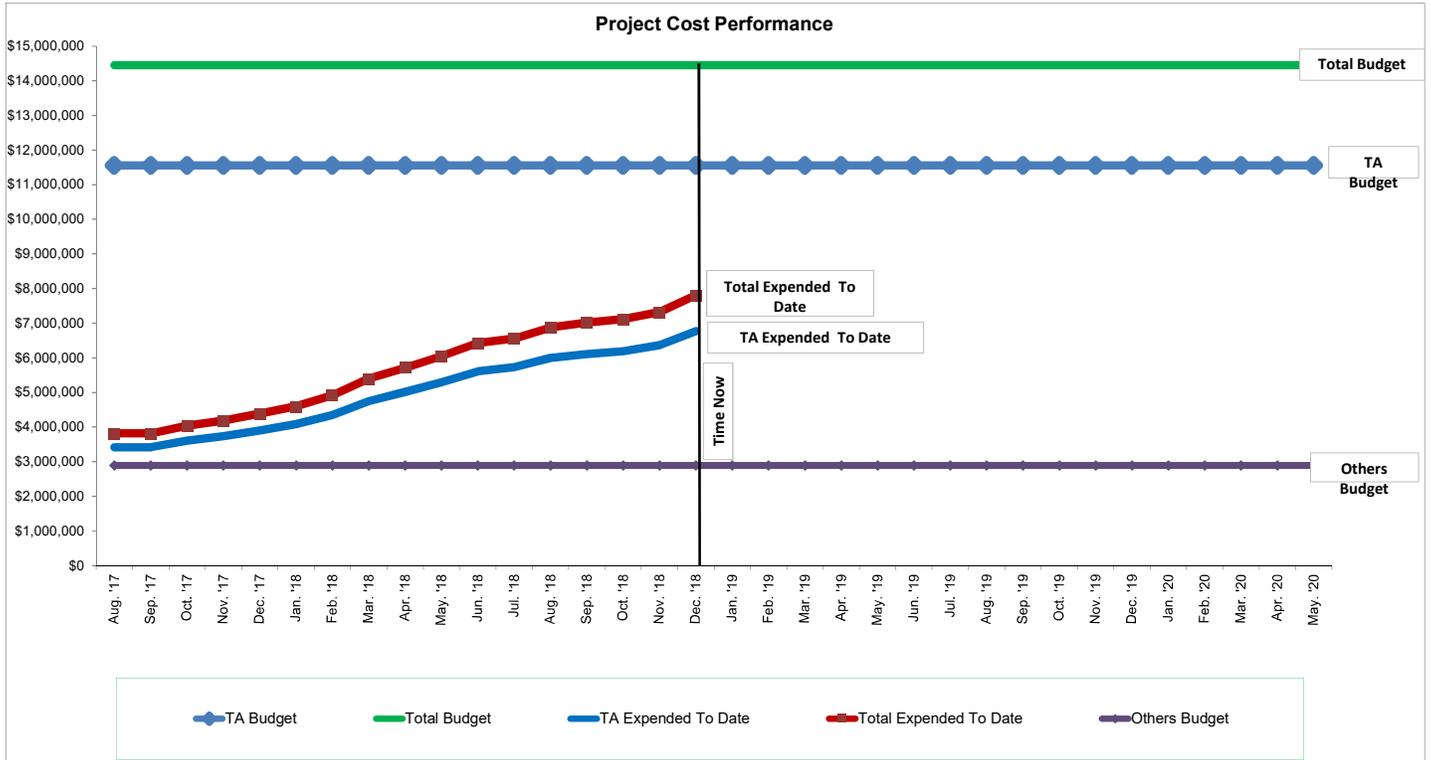
Issues: The City is working to develop a full funding plan for the construction phase of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$6,772,949	\$4,787,051	\$11,560,000	\$0
Others	\$2,894,000	\$1,038,691	\$1,855,309	\$2,894,000	\$0
Total Project	\$14,454,000	\$7,811,640	\$6,642,360	\$14,454,000	\$0

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



* Cost inception from the beginning of current phase.

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 administrated by Caltrans and offsite mitigation were 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.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (12/17)		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	11/10/15	04/07/14	10/15/15	04/07/14	10/15/15
Offsite Mitigation	11/10/15	11/10/16	10/15/15	10/15/16	10/15/15	08/15/16
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	12/31/20	01/01/18	12/31/20

Progress This Quarter: (1) Continued Phase II biological monitoring.

Future Activities: (1) Continue Phase II biological monitoring.

Issues: None

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,704,807	95%	\$8,146,866	51%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
State	\$3,194,381	18%	\$3,101,199	97%	\$3,194,381	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,402,006	97%	\$15,937,247	100%

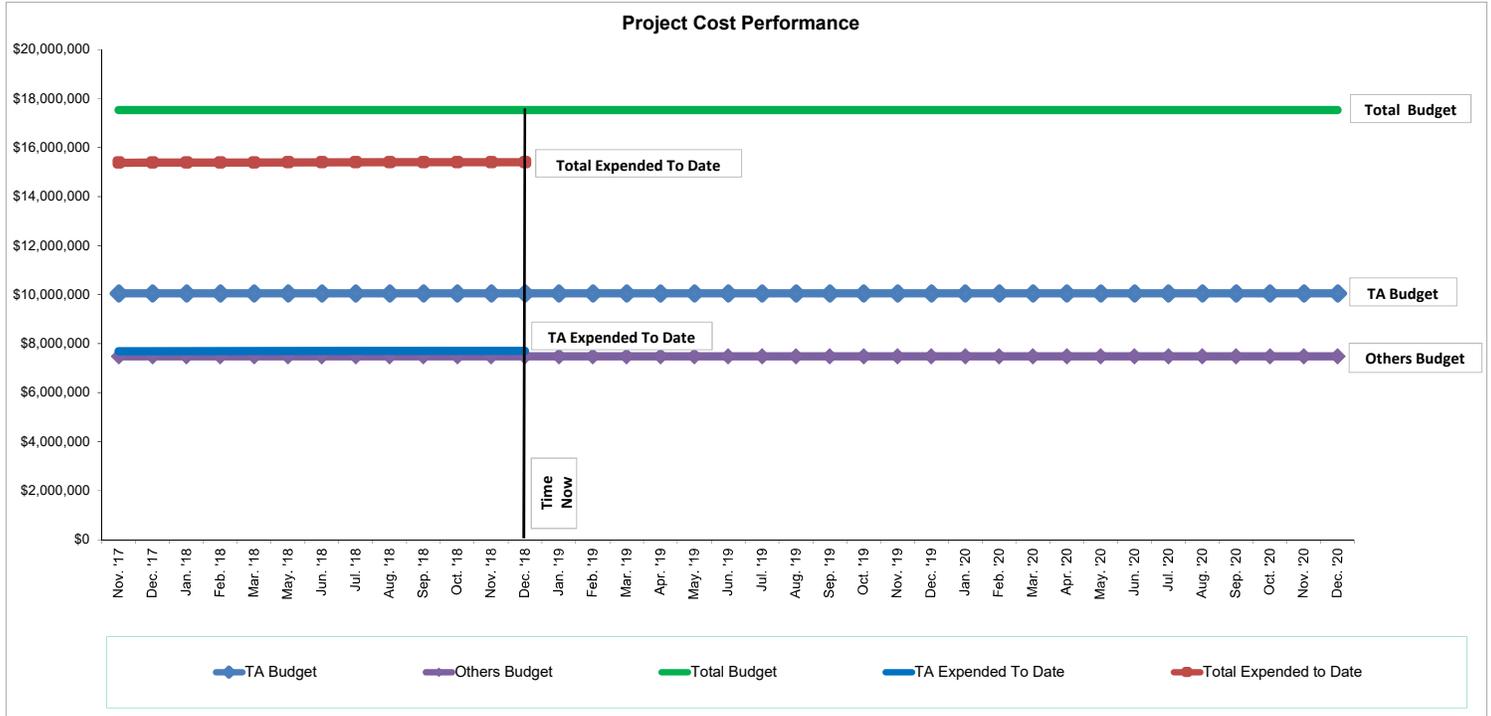
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,704,807	\$442,059	\$8,146,866	\$1,907,134
Others	\$7,790,381	\$7,697,199	\$93,182	\$7,790,381	\$0
Total Project	\$17,844,381	\$15,402,006	\$535,241	\$15,937,247	\$1,907,134

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



* Cost inception from the beginning of current phase.

Issues: None

000791 - U.S. 101 - MANAGED LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:

This project will provide Managed Lanes in both northbound and southbound directions of US 101 from the proposed Managed 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. This project is in design phase. Construction of the southern segment, which involves the conversion of the existing high-occupancy vehicle (HOV) lanes between Santa Clara County line and Whipple Ave, is anticipated to begin in March 2019.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	12/05/13	12/15/14	05/01/00	05/15/15	12/05/13	05/04/15
Supplemental PSR-PDS	02/03/16	06/01/16	05/01/00	06/01/16	02/03/16	06/03/16
PA&ED	06/22/16	10/24/18	05/01/00	10/24/18	06/22/16	10/15/18
PS&E	05/01/18	05/31/19	05/01/18	05/31/19	05/01/18	05/31/19

Progress This Quarter:

- (1) Conducted public outreach meetings in west side and east side neighborhood in City of San Mateo in November 2018 to present the findings for noise study and obtain input on soundwall design.
- (2) Submitted and distributed Final EIR.
- (3) Continued to conduct e-Builder training for team members.
- (4) Completed 100% PS&E and Resident Engineer files for the southern segment for early construction package.
- (5) Continued to prepare 65% PS&E for the northern segment (Whipple Ave to I-380).
- (6) Conducted Joint Board Ownership Workshop with C/CAG on November 16, 2018 to discuss Managed Lanes owner and/or operator options.
- (7) \$74.81M of Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) funding was allocated for construction in the December California Transportation Commission (CTC) meeting.

Future Activities:

- (1) Address comments on 100% PS&E for the southern segment.
- (2) Finalize and submit 65% PS&E for the northern segment.
- (3) Determine Managed Lanes owner and/or operator and governance structure.
- (4) Begin construction of the southern segment.

Issues:

None

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$32,500,000	27%	\$21,899,285	67%	\$32,500,000	27%
Others						
Federal	\$9,500,000	8%	\$8,075,415	85%	\$9,500,000	8%
State	\$74,810,000		\$0	0%	\$74,810,000	62%
Private*	\$3,000,000	3%	\$3,000,000	100%	\$3,000,000	3%
Total	\$119,810,000	38%	\$32,974,700	28%	\$119,810,000	100%

* \$3M from SAMCEDA Funding Agreement.

Issues:

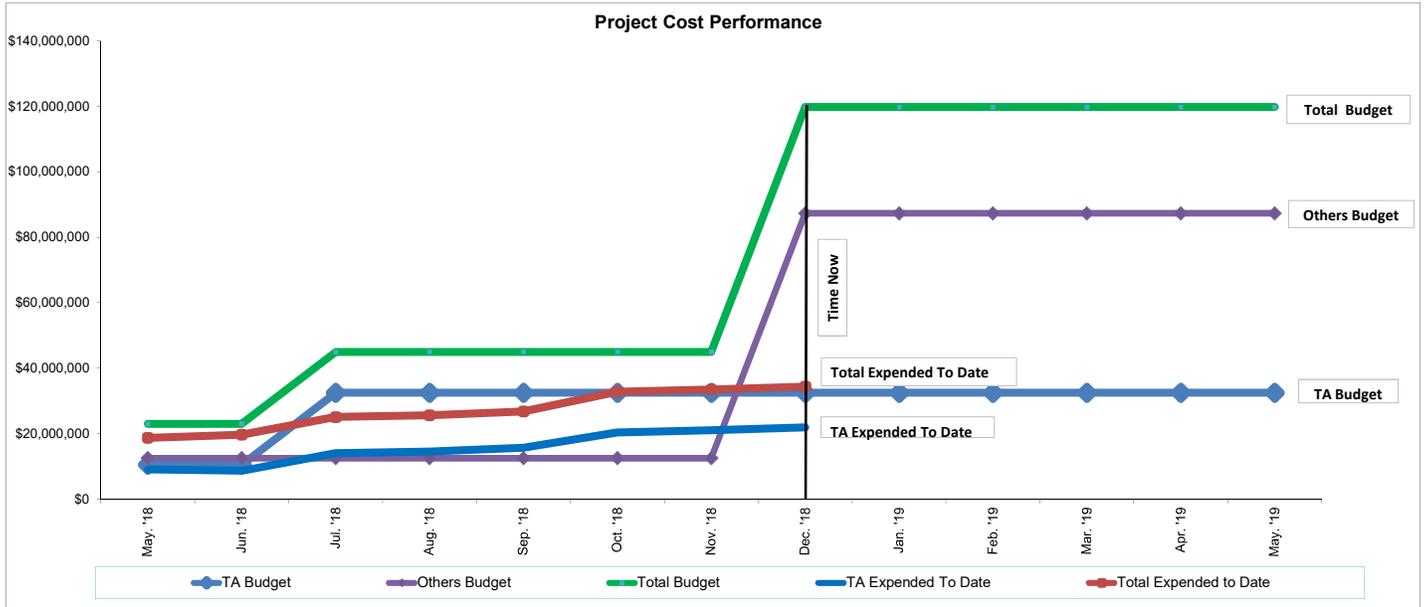
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$32,500,000	\$21,899,285	\$10,600,715	\$32,500,000	\$0
Others	\$87,310,000	\$11,075,415	\$76,234,585	\$87,310,000	\$0
Total Project	\$119,810,000	\$32,974,700	\$86,835,300	\$119,810,000	\$0

Note: Budget is for PID, PA&ED, PS&E and right-of-way and construction phases.



* Cost inception from the beginning of current 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 of \$22 M of Measure A funds were added to the project budget in July 2018. \$74.81M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018.

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. Project is in 95% design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (10/1)		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	04/30/19	09/27/17	04/30/19

Progress This Quarter:

- (1) Revised and submitted Design Standard Decision Document, Biological Assessment package, Biological Impact Assessment Form to address Caltrans comments.
- (2) Developed 100% PS&E package.
- (3) Provided responses to Caltrans on the 65% PS&E comments.
- (4) Updated Project Description and submitted to Caltrans.
- (5) Completed right-of-way Certification and impact checklist.
- (6) Completed and submitted Biological Assessment package to Caltrans.
- (7) Addressed Caltrans comments and resubmitted Air and Noise Memo.
- (8) Continued to work on Visual Impact Analysis Memo and responses for NEPA Requirements.
- (9) Reviewed and incorporated Caltrans comments on the Design Exception Fact Sheet and Section 4(f), and Air and Noise Memo.
- (10) Conducted consultation with U.S. Fish and Wildlife Service on environmental assessment for NEPA and CEQA approvals.

Future Activities:

- (1) Finalize remaining Environmental Memos and documents.
- (2) Finalize and submit 100% PS&E package to Caltrans for review.
- (3) Complete Visual Impact Analysis Memo.
- (4) Schedule Coastal Development Permit Planning Commission meeting.

Issues:

County of San Mateo is pursuing federal funding, which requires the preparation of NEPA document. The PEER schedule is extended to the end of April 2018 to capture the additional time for NEPA clearance.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$625,834	42%	\$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%	\$625,834	42%	\$1,500,000	100%

Issues:

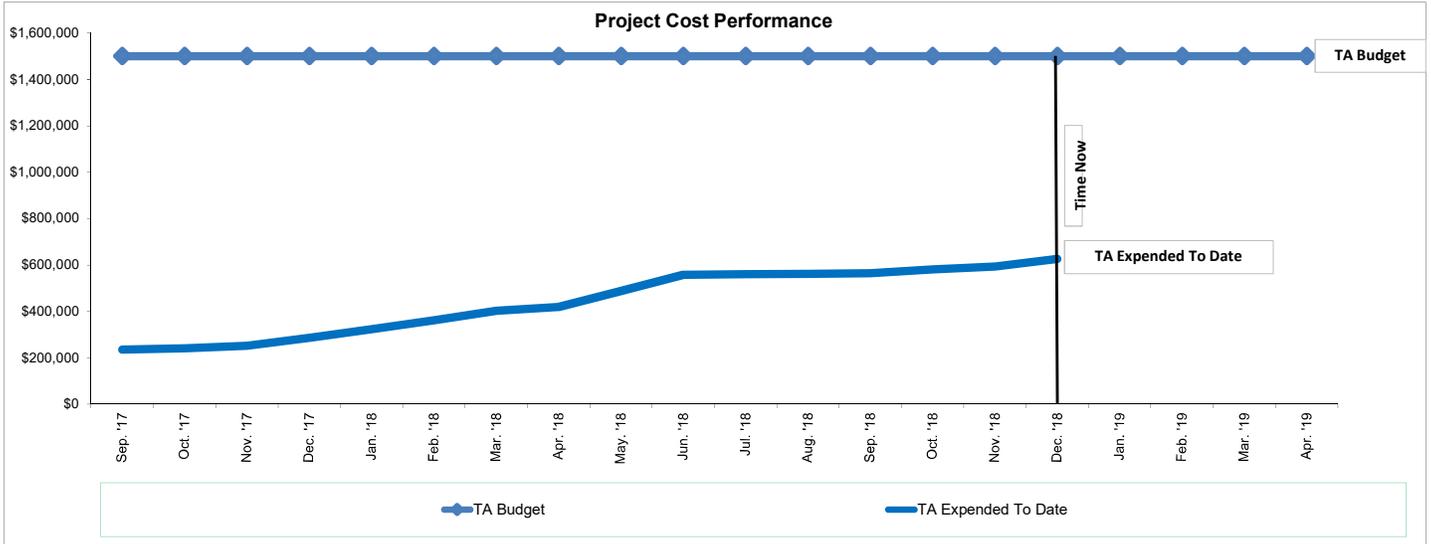
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$625,834	\$874,166	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$625,834	\$874,166	\$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 inception from the beginning of current phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: 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 with the addition of bike lanes.

Project Status Summary:

The environmental document was certified by Caltrans on June 19, 2015. Final Project Report for the interchange was approved by Caltrans on September 25, 2015. PS&E phase of work was commenced in July 2015. The 65% design was submitted to Caltrans in November 2015. The interchange project was combined with the pedestrian overcrossing project, for which a Supplemental Project Report and Environmental Certification Revalidation are required and were approved in March 2018. 100% PS&E package was approved by Caltrans in June 2018. The City of San Carlos plans to combine the interchange project with the pedestrian overcrossing as a single construction project. The City is securing the necessary permits for construction.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (03/15)		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	09/30/18
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18

Progress

(1) City of San Carlos received Active Transportation Program (ATP) funding extension in December 2018.

This Quarter:

- (2) Continued to address comments related to 401 Permit.
- (3) Drafted Funding Agreement between City of San Carlos and TA.
- (4) Continued to finalize bid package.

Future Activities:

- (1) Finalize bid package and advertise project.
- (2) Secure Caltrans Encroachment and Regulatory Permits for construction.
- (3) Finalize and execute Funding Agreement.

Issues:

Delay in obtaining 401 Permit impacted the project schedule which resulted in ATP funding extension. Schedule will be updated once the project receives permit approval.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	80%	\$2,855,219	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$763,063	20%	\$710,117	93%	\$763,063	20%
Total	\$3,763,063	100%	\$3,565,336	95%	\$3,763,063	100%

Issues:

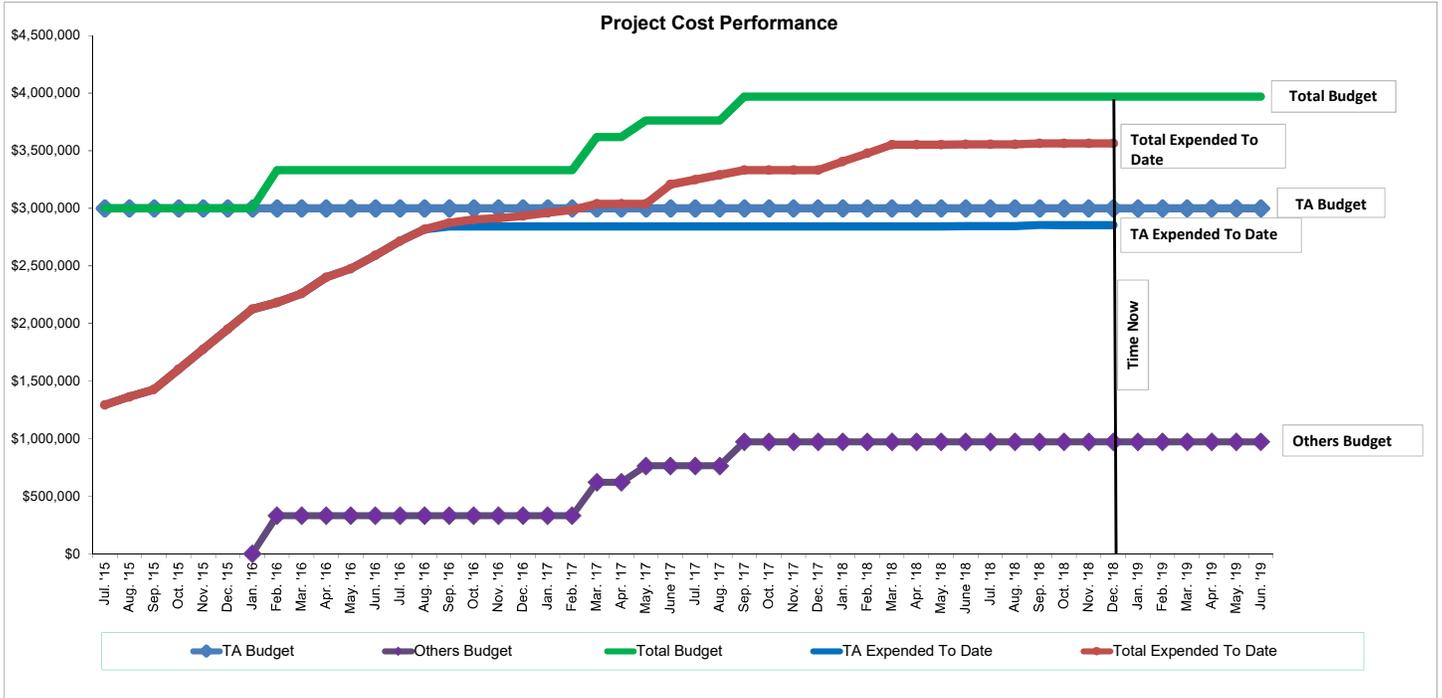
The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,855,219	\$144,781	\$3,000,000	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
Total Project	\$3,763,063	\$3,565,336	\$197,727	\$3,763,063	\$0

Note: Budget is for PA&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds.

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

TA Role: Implementing Agency and Funding Agency

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.



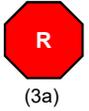
Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. The project is currently in scoping for traffic study. Other environmental and technical studies are currently on hold until traffic scoping is complete.

Issues: Delay in issuing baseline schedule due to additional public meetings requested by the City of Burlingame to address potential traffic impact on city's streets.

Schedule:

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*

*Baseline schedule for PA&ED will be developed after traffic scoping is finalized. Traffic scoping is anticipated to complete in Spring 2019.



Progress This Quarter:

- (1) Revised draft traffic forecast memo for local street based on comments from City of San Mateo.
- (2) Revised full project forecast memo to address comments from Caltrans and cities.
- (3) Continued to refine on traffic forecast model.
- (4) Continued to coordinate with City of Burlingame on information needed to be incorporated in the travel demand model.
- (5) Conducted traffic scoping and coordination meetings with project stakeholders.

Future Activities:

- (1) Submit traffic forecast report for Caltrans to review and approve.
- (2) Set baseline schedule when traffic scope is determined.

Issues: Additional traffic study would potentially impact the project schedule.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,511,972	43%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$1,511,972	43%	\$3,500,000	100%



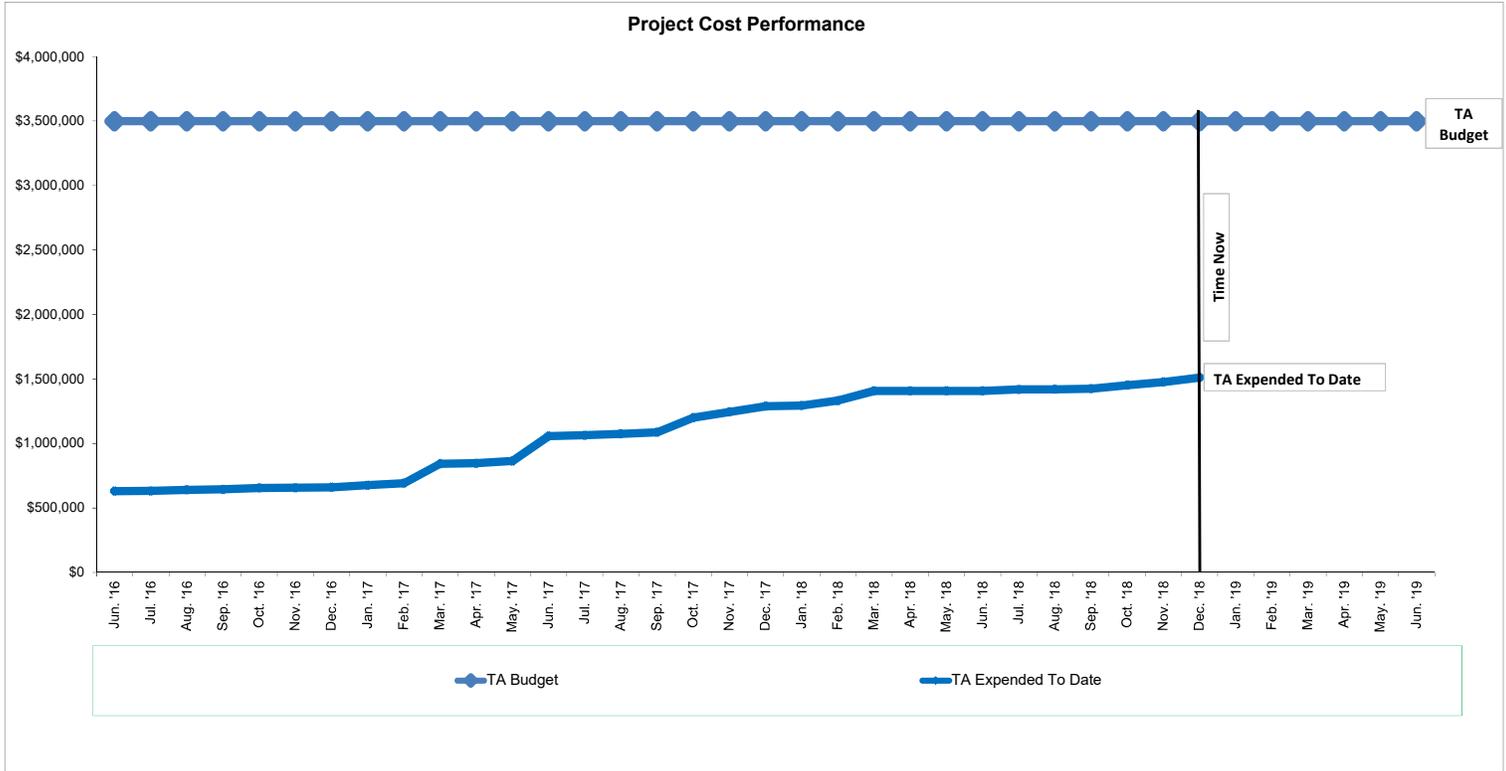
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,511,972	\$1,988,028	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,511,972	\$1,988,028	\$3,500,000	\$0

Note: Budget is for PID and PA&ED phases.



* Cost inception from the beginning of current phase.

Issues: Additional traffic studies could result in additional costs.

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 from 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) documents were approved by Caltrans in August 2015 . The City of South San Francisco selected a consultant team to proceed with the environmental studies (PA&ED phase) and issued a Notice-to-proceed in September 2017. Project is currently in preparation of engineering technical studies for PA&ED phase.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (9/17)		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	10/30/15
PA&ED	05/15/17	09/15/19	05/15/17	12/31/19	09/22/17	12/31/19

Progress

This Quarter:

- (1) Conducted community outreach meeting in October 2018.
- (2) Conducted Project Development Team (PDT) meetings with Caltrans.
- (3) Conducted alternative analysis matrix discussion in November 2018.
- (4) Continued to update design alternatives and alternative analysis matrix.
- (5) Addressed Caltrans Traffic Operations comments on the Existing Conditions Memo and resubmitted it to Caltrans.
- (6) Continued working on the Cultural, Biology, & Community Impact Studies.
- (7) Addressed Caltrans comments on the Draft Purpose & Need Statement.
- (8) Continued to work on the Future Forecast Data for Design Year 2045.
- (9) Continued to work with Caltrans on developing the Alternative Analysis Matrix.
- (10) Developed a new design alternative to minimize right-of-way impact.

Future Activities

- (1) Continue to work on the project schedule.
- (2) Continue Environmental Studies.
- (3) Continue Traffic Studies.
- (4) Finalize and resubmit the Alternatives Comparison Matrix to Caltrans.
- (5) Continue to refine Purpose & Need Statement.
- (6) Continue to update design alternatives.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,172,556	33%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$38,023	13%	\$300,000	8%
Total	\$3,850,000	100%	\$1,210,580	31%	\$3,850,000	100%

Issues:

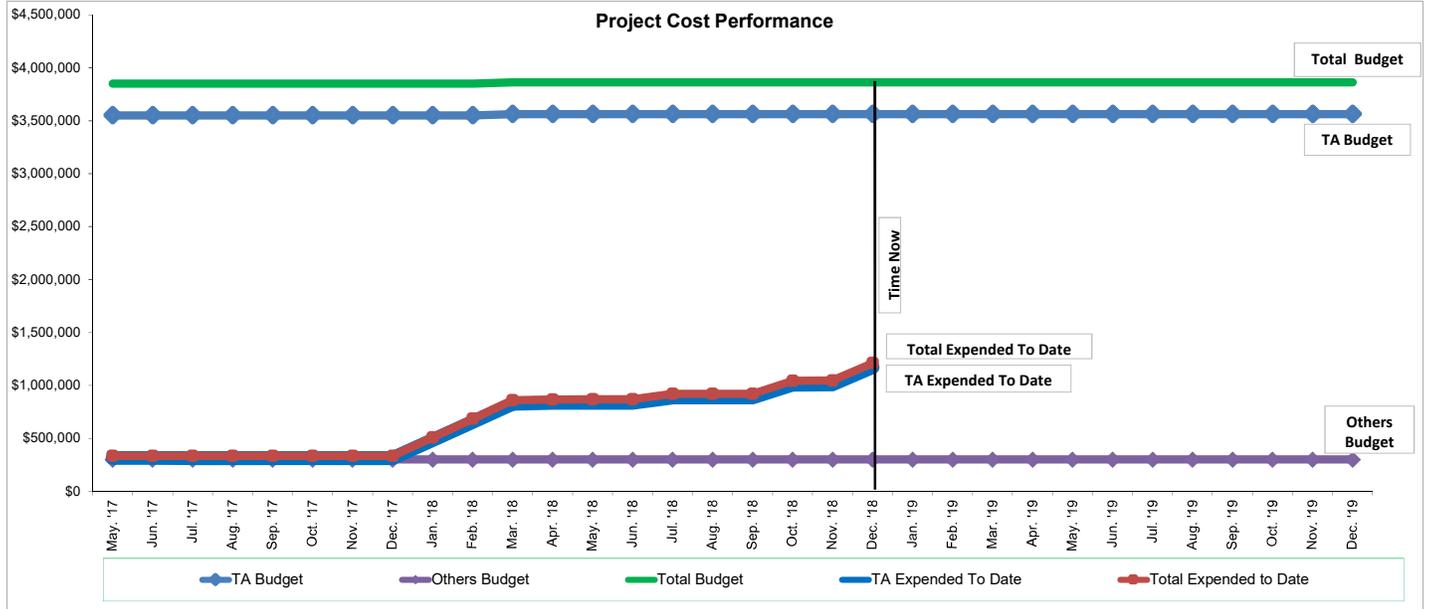
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,172,556	\$2,377,444	\$3,550,000	\$0
Others	\$300,000	\$38,023	\$261,977	\$300,000	\$0
Total Project	\$3,850,000	\$1,210,580	\$2,639,420	\$3,850,000	\$0

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



* Cost inception from the beginning of current 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 interchange to a partial cloverleaf interchange, realigned and widened on-ramp and off-ramp, 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 completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids 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 scoping for subsequent landscaping/ highway planting.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		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

Progress This Quarter: (1) Continued to prepare project closeout.
(2) Continued scoping for subsequent highway planting contract.

Future Activities: (1) Develop scope, budget and schedule for subsequent highway planting contract.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,899,198	97%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,228,319	95%	\$26,611,535	100%

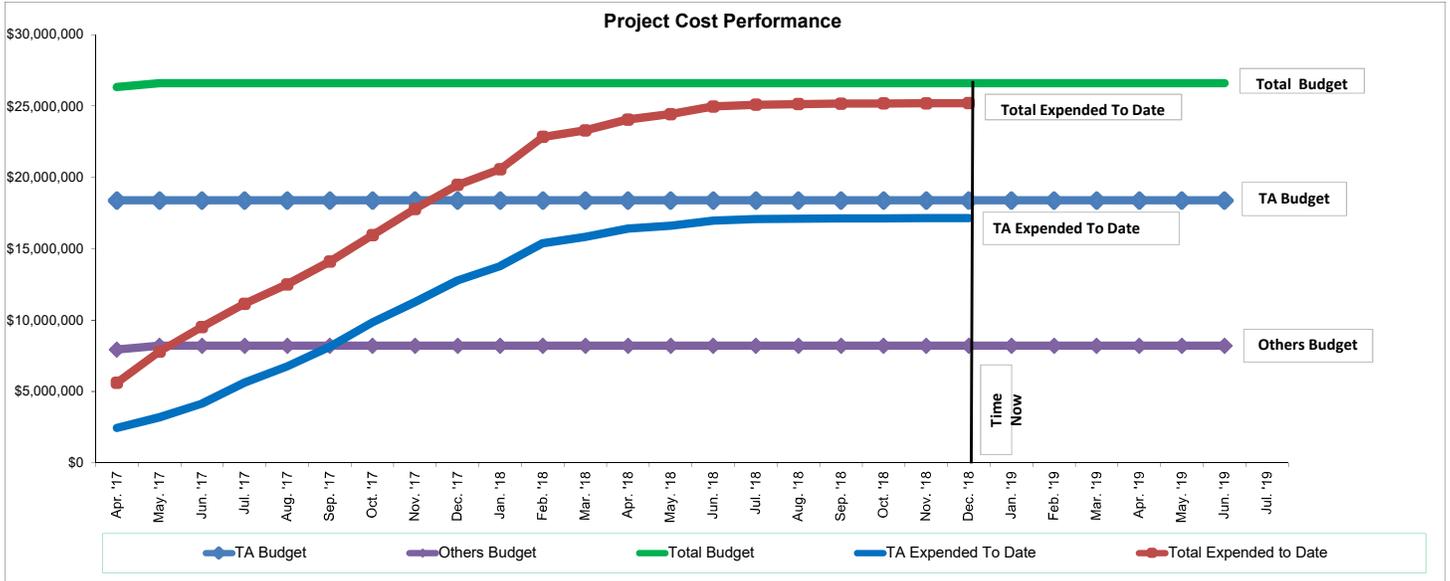
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,066,100	\$145,435	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,228,319	\$1,383,216	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases.



* Cost inception from the beginning of current phase.

Issues: None

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

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 Wavecrest Road to Poplar Street. The project will extend the two southbound traveled 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 and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. Project is in final design.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Preliminary Design	03/01/18	12/31/18	03/01/18	12/31/18	03/01/18	12/31/18
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	03/31/19

Progress This Quarter:

- (1) Executed Funding Agreement with City of Half Moon Bay.
- (2) Advanced preliminary design to 95% level.
- (3) Conducted utility relocations coordination.

Future Activities:

- (1) Prepare final PS&E package.
- (2) Conduct potholing.
- (3) Prepare drainage analysis.
- (4) Obtain Encroachment Permit approval from Caltrans.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	100%	\$262,784	88%	\$300,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$300,000	100%	\$262,784	88%	\$300,000	100%

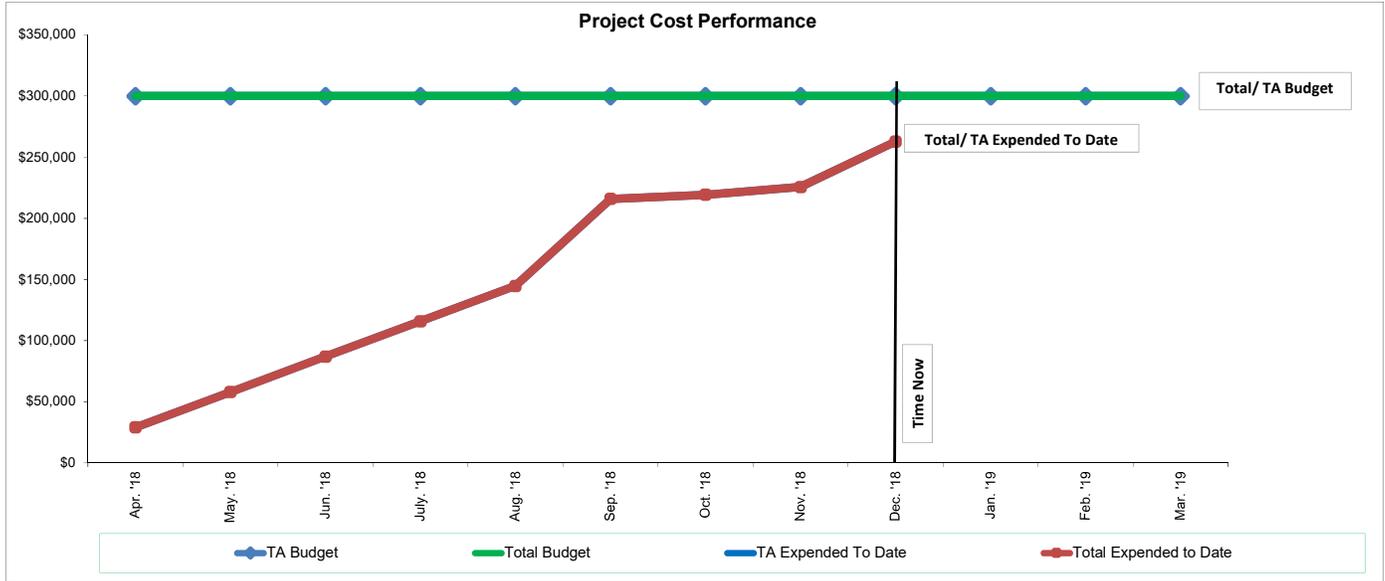
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$262,784	\$37,216	\$300,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$300,000	\$262,784	\$37,216	\$300,000	\$0

Note: Budget is for design phase only.



Issues: None

100302 - U.S. 101 Managed Lanes North Project

TA Role: Funding Agency/ Co-Sponsor

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

Scope:



This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This Project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

Project Status Summary:

In October 2015, TA Board programmed and allocated \$8,000,000 for the environmental phase of the US 101 Auxiliary Lanes Project. Based on the environmental studies conducted and growing traffic congestion, it was determined that there is a need to consider the extension of Managed Lanes north of I-380, which was not included in the scope of the approved PID for the Auxiliary Lanes Project. In January 2018, TA Board reallocated \$1,000,000 previously-allocated for the environmental phase of the US 101 Auxiliary Lanes Project (Oyster Point to San Francisco County Line) to this PID scope of work. TA is committed to fund up to \$750,000 or 50% of the costs associated with the PID phase. A Notice-to-proceed was issued for PID scope of work in March 2018. Project is currently in preparation of collecting data and refining alternatives.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	08/31/19	08/01/18	08/31/19

Progress This Quarter:

- (1) Attended Managed Lanes Tour in Los Angeles conducted by LA Metro.
- (2) Refined project study alternatives based on inputs received from workshop.
- (3) Developed alternatives and assessment matrix for study workshops.
- (4) Developed an agreed upon Purpose and Need statement.
- (5) Submitted Draft Project Study Report - Project Development Study (PSR-PDS) to Caltrans.
- (6) Conducted Project Alternatives Workshop #2 in September 2018 to reach consensus on the alternatives for further study.
- (7) Conducted meeting for early Caltrans and stakeholders comment review.

Future Activities:

- (1) Conduct comment resolution workshop.
- (2) Address comments on Draft PSR-PDS.
- (3) Conduct risk assessment workshop.
- (4) Conduct focus meeting on non-standard design features and traffic accident data.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$277,885	28%	\$1,000,000	57%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$271,217	36%	\$750,000	43%
Total	\$1,750,000	100%	\$549,102	31%	\$1,750,000	100%

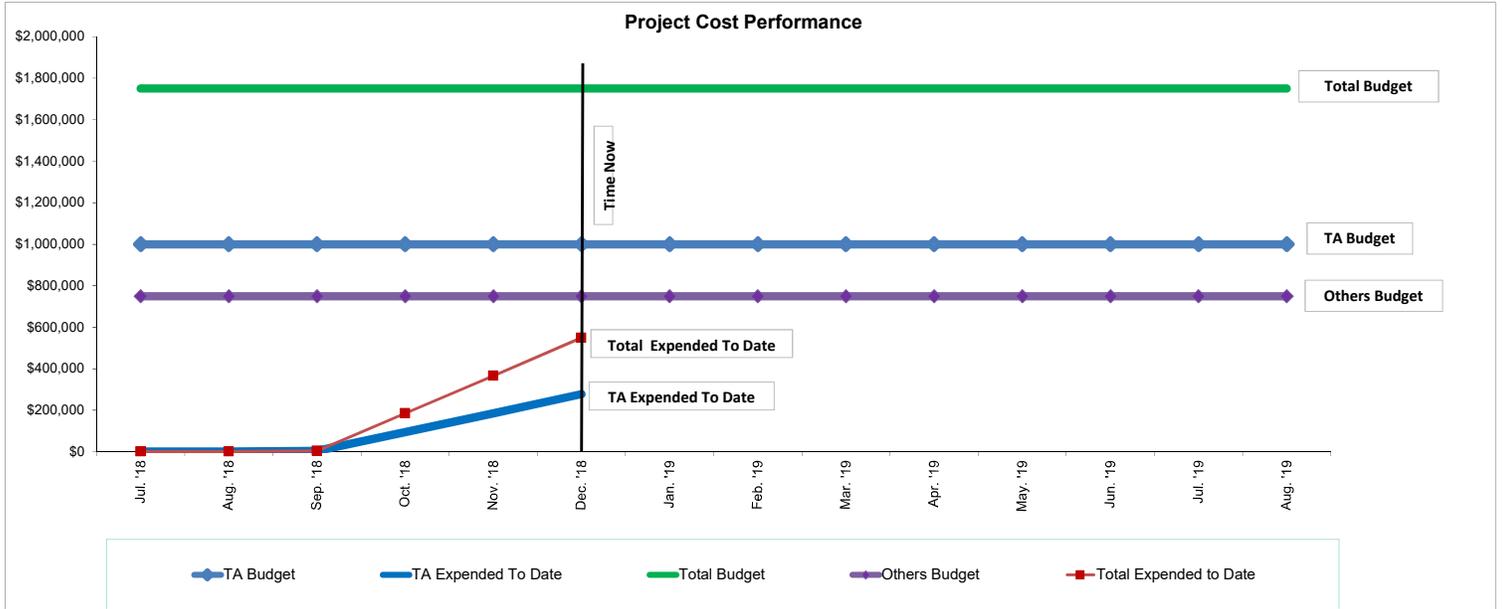
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$277,885	\$722,115	\$1,000,000	\$0
Others	\$750,000	\$271,217	\$478,783	\$750,000	\$0
Total Project	\$1,750,000	\$549,102	\$1,200,899	\$1,750,000	\$0

Note: Budget is for PID phase only.



Issues: None

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

TA Role: Implementing and Funding Agency

Sponsor: City of Foster City, City of San Mateo

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 is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/01)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	11/01/19

Progress This Quarter:

- (1) Executed Cooperative Agreement.
- (2) Executed MOU with Cities.
- (3) Conducted kick-off meeting with City of Foster City, City of San Mateo and C/CAG on November 7, 2018.
- (4) Issued Notice-to-proceed to consultant to proceed with technical studies for PID phase.
- (5) Began data collection.
- (6) Began to develop Purpose and Need (P&N) Statement.
- (7) Developed project Quality Management Plan.

Future Activities:

- (1) Conduct Caltrans kick-off meeting and focus meetings.
- (2) Refine Purpose and Need Statement.
- (3) Complete data collection.
- (4) Develop Project Description
- (5) Develop geometric layout and alternatives.
- (6) Develop engineering analyses.

Issues: Delay in executing the Cooperative Agreement and scheduling Caltrans kick-off meeting caused delay to project schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$630,000	90%	\$34,161	5%	\$630,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$2,206	3%	\$70,000	10%
Total	\$700,000	100%	\$36,367	9%	\$700,000	100%

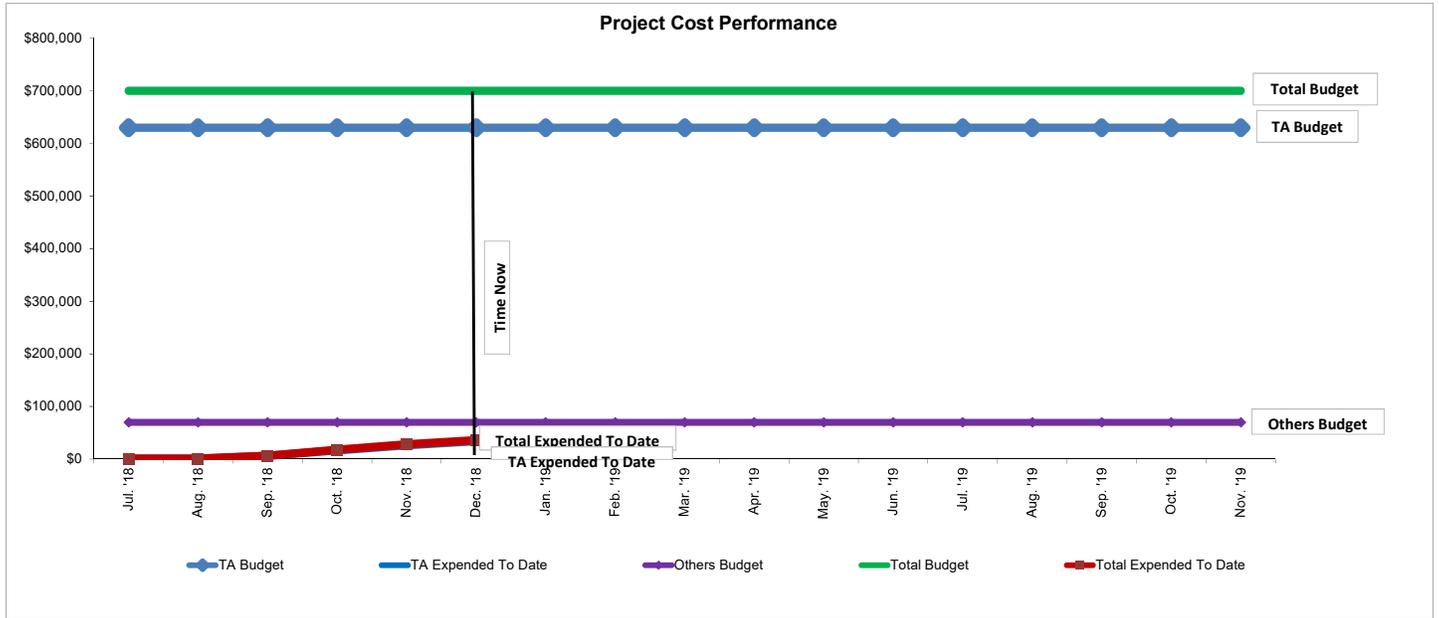
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$34,161	\$595,839	\$630,000	\$0
Others	\$70,000	\$2,206	\$67,794	\$70,000	\$0
Total Project	\$700,000	\$36,367	\$663,633	\$700,000	\$0

Note: Budget is for PID phase only.



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:

The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	12/31/19	10/01/18	12/31/19

Progress This Quarter:

- (1) Executed Cooperative Agreement.
- (2) Executed MOU with Cities.
- (3) Conducted kick-off meeting with City of Foster City, City of San Mateo and C/CAG on November 7, 2018.
- (4) Issued Notice-to-proceed to consultant to proceed with technical studies for PID phase.
- (5) Began data collection.
- (6) Began to prepare Purpose and Need (P&N) Statement.
- (7) Developed project Quality Management Plan.

Future Activities:

- (1) Conduct Caltrans kick-off meeting and focus meetings.
- (2) Refine Purpose and Need Statement.
- (3) Complete data collection.
- (4) Develop Project Description
- (5) Develop geometric layout and alternatives.
- (6) Develop engineering analyses.

Issues:

Delay in scheduling Caltrans kick-off meeting may cause delay to project schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$33,256	2%	\$2,207,000	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$186	1%	\$23,000	1%
Total	\$2,230,000	100%	\$33,442	1%	\$2,230,000	100%

Issues:

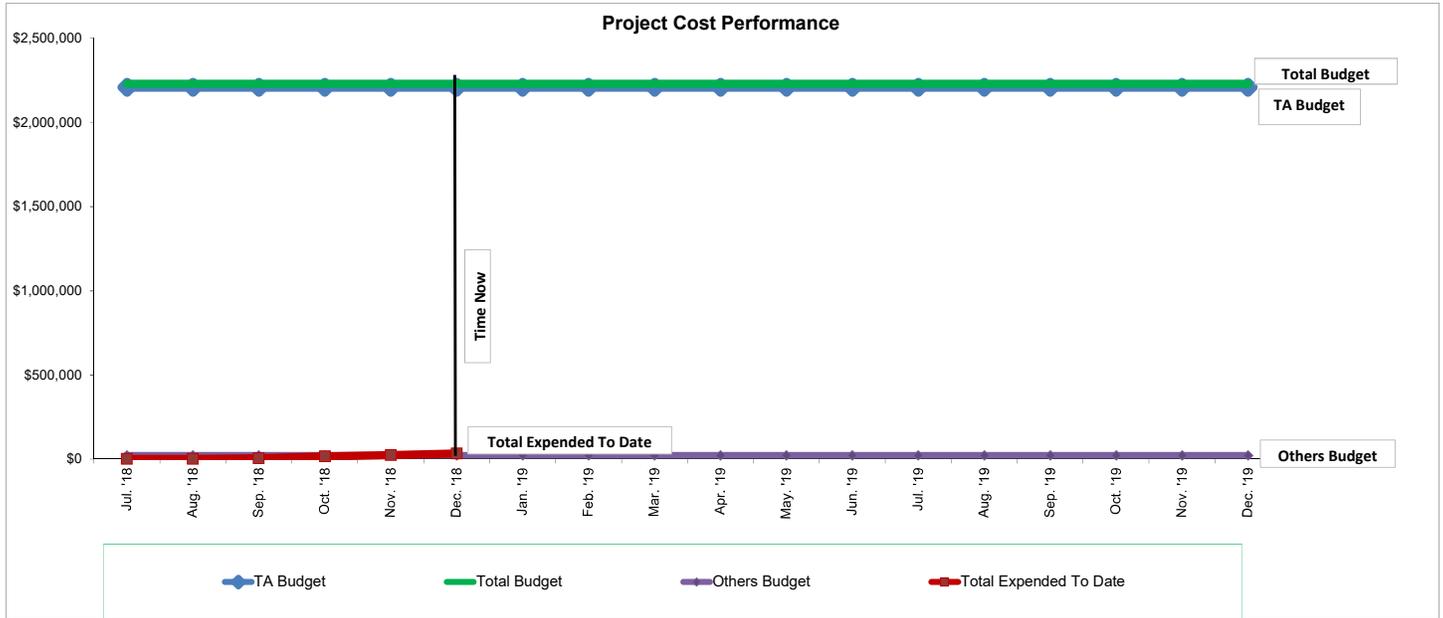
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$33,256	\$2,173,744	\$2,207,000	\$0
Others	\$23,000	\$186	\$22,814	\$23,000	\$0
Total Project	\$2,230,000	\$33,442	\$2,196,558	\$2,230,000	\$0

Note: Budget is for PID phase only.



Issues: None

100320 - BAYFRONT EXPRESSWAY, WILLOW ROAD, AND MARSH ROAD ADAPTIVE SIGNAL TIMING PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project will install an adaptive traffic signal system on Willow Road between Middlefield Road and Bayfront Expressway, on Marsh Road between Bay Road and Bayfront Expressway, and on Bayfront Expressway between Marsh Road and University Avenue in the City of Menlo Park to improve traffic flow and reduce traffic congestion during the peak commute periods. The project is in planning phase and the scope of work includes gathering of background data, field review, signal timing analysis, and developing adaptive signal parameters and adaptive signal timing plans.

Project Status Summary:

TA Board programmed and allocated \$193,250 for the planning phase in February 2018. The planning phase of this project is completed in December 2018.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	05/01/18	12/31/18	05/01/18	12/31/18	05/01/18	12/31/18
Environmental	06/01/18	07/31/18	06/01/18	07/31/18	06/01/18	07/31/18
Construction	10/01/18	08/31/19	12/01/18	08/31/19	12/01/18	08/31/19

Progress This Quarter:

- (1) Prepared recommended base timing plans.
- (2) Developed adaptive system configuration for timing signal splits, offsets, cycle lengths, phase sequences, and time-of-day schedules.
- (3) Conducted field observations to make adjustments to system configuration.

Future Activities:

- (1) Begin project closeout of the planning phase.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$193,250	91%	\$106,279	55%	\$193,250	91%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$19,250	9%	\$8,970	47%	\$19,250	9%
Total	\$212,500	100%	\$115,249	54%	\$212,500	100%

Issues:

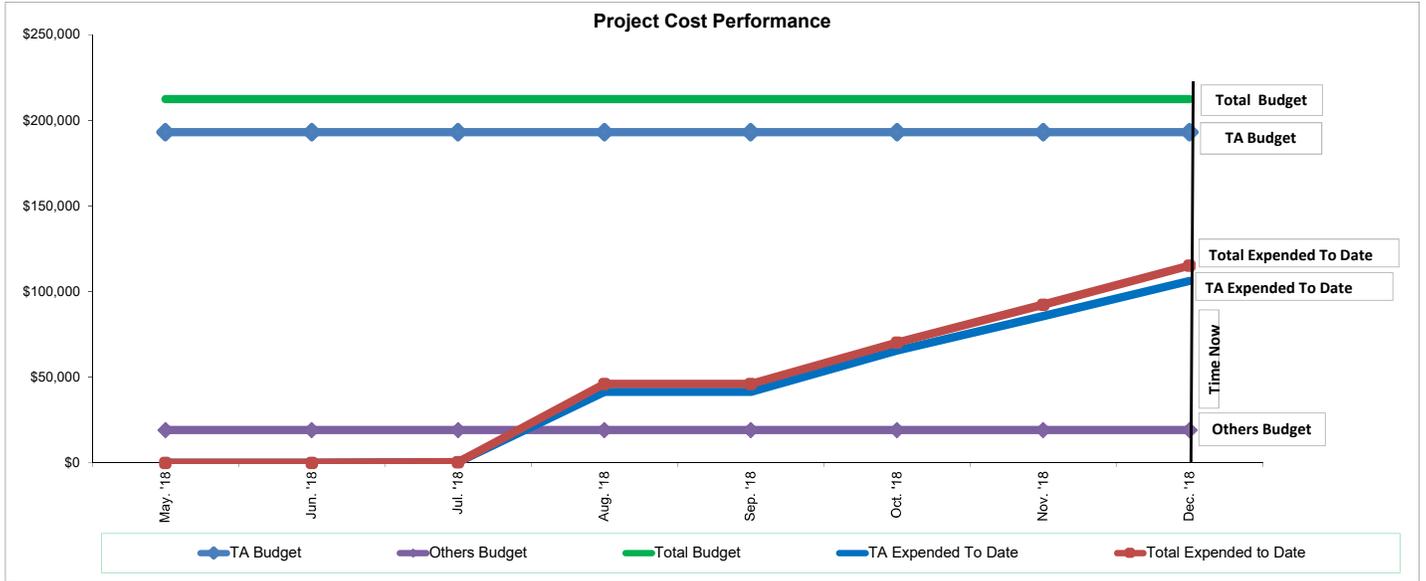
Project is in final accounting for the planning phase.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$193,250	\$106,279	\$86,971	\$193,250	\$0
Others	\$19,250	\$8,970	\$10,280	\$19,250	\$0
Total Project	\$212,500	\$115,249	\$97,251	\$212,500	\$0

Note: Budget is for planning phase only.



Issues: None

100321 - ROUTE 1/ MANOR DRIVE OVERCROSSING PROJECT

TA Role: Funding Agency

Sponsor: City of Pacifica

Scope:



This project will widen the Manor Avenue overcrossing structure above Route 1 to accommodate right-turn movement of larger vehicles. The project will install traffic signal systems at the intersections of Manor Avenue and Palmetto Ave, and Manor Avenue and Oceana Boulevard, and provide pedestrian and bicycle facility improvements. In addition, the Project will also study an on-ramp for northbound Route 1 at Milagra Drive and Oceana Boulevard, utilizing an existing bus pull-out ramp that is no longer in use.

Project Status Summary:

City of Pacifica issued Notice-to-proceed to design consultant in August 2018. A community meeting was held on November 27, 2018 to introduce the project to residents and businesses. The project is currently in the planning phase. The consultant is working on design development and engineering studies.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	07/01/18	09/30/19	07/01/18	09/30/19	07/01/18	09/30/19

Progress

This Quarter:

- (1) Obtained and reviewed existing reports, studies, and mapping.
- (2) Began to develop Purpose and Need statement.
- (3) Began to develop geometrics and conducted alternative study.
- (4) Held community meeting on November 27, 2018.
- (5) Conducted traffic data gathering.
- (6) Began to evaluate impacts on right-of-way, utilities and environment.

Future

Activities:

- (1) Continue to develop geometrics and evaluate design alternatives.
- (2) Evaluate impacts on right-of-way and bridge assessment.
- (3) Define and develop Environmental Evaluation and Impact Limits.
- (4) Continue to research and collect data on utilities.
- (5) Prepare for the second community meeting.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$645,000	90%	\$91,052	14%	\$645,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$70,000	10%	\$10,288	15%	\$70,000	10%
Total	\$715,000	100%	\$101,340	14%	\$715,000	100%

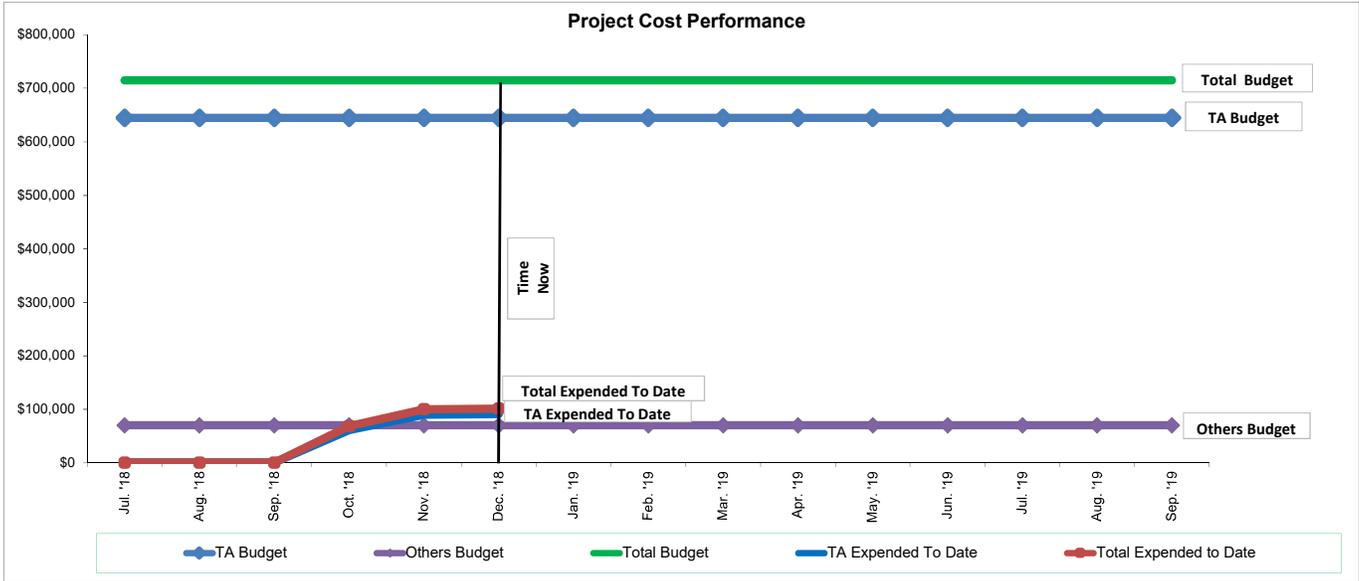
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$645,000	\$91,052	\$553,948	\$645,000	\$0
Others	\$70,000	\$10,288	\$59,712	\$70,000	\$0
Total Project	\$715,000	\$101,340	\$613,660	\$715,000	\$0

Note: Budget is for planning phase only.



Issues: None

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Level 1 Projects Highways

TA - Level 1 Highway Projects:

<p>00629 - US 101 - MARSH TO SM/SC COUNTY LINE PROJECT (Auxiliary Lanes)</p> <p>Scope:</p> <ol style="list-style-type: none"> 1) Prepared PSR, Environmental and PS&E for the construction 2) Widened 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. 3) Widened/ modified various on/off-ramps at four interchanges that lie within the project limits. 4) Re-constructed Ringwood Pedestrian Overcrossing to accommodate the auxiliary lanes. 5) Installed Intelligent Transportation System (ITS) equipment within the project limits. <p>Scope was delivered in three segments: Segment 1 – US 101 Auxiliary Lanes – Marsh Road to University Avenue (Completed). Segment 2 – US 101 Auxiliary Lanes – University Avenue to Embarcadero Road (Completed). Segment 3 – US 101 Replacement Landscaping – Embarcadero Road Interchange to Marsh Road Interchange.</p> <p>TA Role: Funding Agency</p> <p>Phase: Plant Establishment</p> <p>Status: Continued plant establishment period.</p> <p style="text-align: center;">This will be the last quarterly report for this project.</p> <p>Note: The project has reached substantial completion and the cost of the project was lower than the original budgeted amount. A portion of the remaining funding (\$24.7 M) was returned to the Highway Program for other project use.</p>	<p>SMCTA Budget \$12,085,171</p> <p>Expended \$10,303,466</p> <p>Remaining \$1,781,705</p>
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TA – Caltrain Project

**TA - Caltrain Projects:
Railroad Grade Separations**

	SMCTA Budget	Expended	Remaining
<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillside Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction.</p> <p>Status: Construction phase continued. More specifically, the bridge abutment was completed at 28th Avenue. Continued construction of the mechanically stabilized wall (MSE) at north end of project, which has approached 25th Avenue. Continued fiber optic relocation and positive train control (PTC) fiber optic relocation. Completed Borel creek headwall/keyway. Regular coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders were on-going.</p>	\$74,000,000	\$48,300,000	\$25,700,000
<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV)</p> <p>Status: The environmental team completed archeological site investigation and began laboratory analysis of coring's collected. The project team completed reviewing the 15% design submittal. The project team continued coordination with PCEP regarding re-design of substation.</p>	\$4,850,000	\$2,033,227	\$2,816,773

**TA - Caltrain Projects (Continued):
Railroad Grade Separations**

	SMCTA Budget \$650,000	Expended \$58,537	Remaining \$591,463
<p>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</p> <p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning.</p> <p>Status: Quarterly report for FY 19 Q2 is pending from Sponsor.</p>			
<p>00815 - GRADE SEPARATION STUDY PROJECT - Ravenswood Avenue (Menlo Park)</p> <p>Scope: This is a planning study, led by the City of Menlo Park in close coordination with Caltrain, to explore the feasibility of different alternatives for the grade separation of Ravenswood Avenue from the Caltrain Corridor in Menlo Park. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previous studies with the development of a preferred alternative.</p> <p>Phase: Planning.</p> <p>Status: Caltrain staff reviewed the draft PSR and the consultant team revised the draft PSR accordingly. City Council received draft PSR as an informational item on December 4, 2018. City staff requested public comments on draft PSR and began recording and summarizing public comments. Continued outreach to potentially impacted property and business owners. Updated the project web page: www.menlopark.org/ravenswood. City contributions are covering the additional work efforts as Measure A funding is fully expended.</p>	SMCTA Budget \$750,000	Expended \$750,000	Remaining \$0

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Pedestrian and Bicycle **Program Project**

New Measure A Pedestrian and Bicycle Program Project Status Update

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Final design was nearing 95% completion. Project staff submitted Caltrans encroachment permit application and coordination was underway. City staff held a project outreach meeting and made a project presentation to City Council.	Mar 2016	\$882,036	\$75,616	\$806,420
Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Preliminary design/environmental, final design, right-of-way, construction	The project continued towards the end of Stage 3 of 4 phases of construction. At the end of Stage 3, a majority of the roundabout configuration was completed.	Apr 2014	\$1,000,000	\$819,488	\$180,512
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	The project contractor installed Class II bike routes on Hickey and Serramonte Blvd. The remaining Class III bike routes along Schwerin, Carter and Martin have been installed. The crosswalk warning light system poles were installed at Southgate/Crestwood, San Pedro/Reiner and Genena/Oriente intersections.	Mar 2016	\$337,500	\$233,000	\$104,500
Daly City	John Daly Boulevard Streetscape Improvements	Construction	City staff continued collaborating with contractor to finalize costs for extra work performed. Final billing is pending.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Mission Street Streetscape Project	Final design and construction	The topographic survey was completed in December 2018. City staff issued the Landscape Architect RFP in December 2018 and reviewed two proposals that were received from qualified firms.	Mar 2018	\$810,000	\$6,318	\$803,682
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team conducted field visits with internal staff and consultants to establish alignment and environmental impacts. Proposals were obtained from environmental and civil design consultants.	Mar 2018	\$315,000	\$0	\$0
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	The City hired a Senior Project Manager to the project team. Final design was nearing 90% completion. City staff continued to coordinate improvements with the developer and a strategy to address shortfall has been identified.	Apr 2014	\$170,000	\$29,278	\$140,722
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	The City hired a Senior Project Manager to the project team. City staff continued stakeholder and consultant coordination.	Mar 2016	\$490,000	\$196,299	\$293,701
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Final design was at 100% completion. City staff advertised for construction bid and updated final design documents to accommodate the process.	Mar 2016	\$500,000	\$0	\$500,000
Redwood City	Hudson Street Bicycle and Pedestrian Improvements	Preliminary engineering, final design and construction	Measure A funded phase of work completed. Project construction was underway to finish the additional scope of work. New curb ramps and sidewalk restoration concluded at Hudson and Jefferson.	Jul 2011	\$532,640	\$532,640	\$0
Redwood City	Kennedy Safe Routes to School Project	Construction	The City issued a Notice to Proceed (NTP) and construction has begun.	Mar 2016	\$500,000	\$0	\$500,000
Redwood City	Safe Routes to Schools	Final design and construction	The rain season changed the schedule of restoration, but the asphalt and pavement marking restoration was near completion.	Apr 2014	\$976,780	\$633,727	\$343,053
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	The City sent the TA a letter requesting a one year time extension to complete the scope of work, due to receiving a delayed approval from Caltrans for the encroachment permit.	Apr 2014	\$300,000	\$49,004	\$250,996
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Final design was at 100% completion. City Staff was reviewing final documents before construction bid was released.	Jul 2011	\$350,000	\$0	\$350,000
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	City staff received final design RFP's for the project. The proposals were reviewed and the project team interviewed consultants.	Mar 2018	\$1,000,000	\$0	\$1,000,000
San Mateo	Hillsdale/101 Bridge Project	Preliminary design/ environmental	City staff continued preparation for project close-out and final invoicing.	Apr 2014	\$875,000	\$853,020	\$21,980
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	City staff collaborated with City of Burlingame to coordinate with the encroachment permit process, where the project limit ends at the City limits. Project team was preparing PG&E service application for the proposed signalized intersection (North San Mateo Drive/Bellevue Avenue and North San Mateo Drive/Poplar Avenue).	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Quarterly report for FY 19 Q2 is pending from Sponsor.	Mar 2016	\$504,000	\$114,420	\$389,580



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.

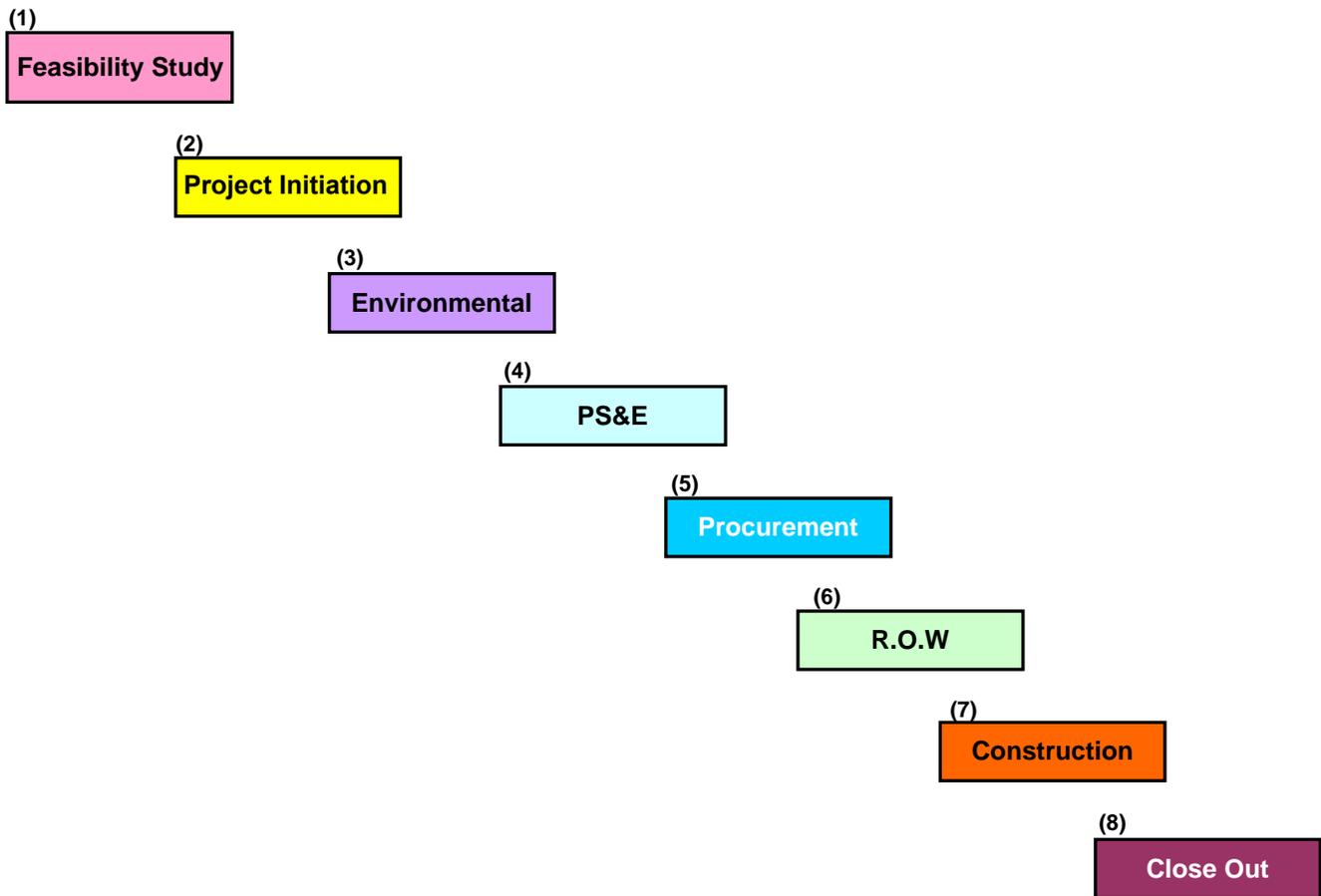
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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.

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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 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>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p>
	<p>(b) All funding has been secured or available for scheduled work.</p>	<p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(b) No funding is secured or available for scheduled work.</p>