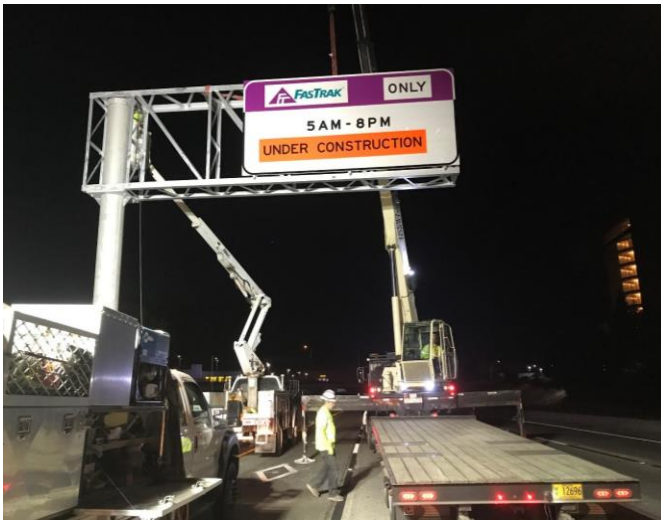


# Capital Projects

# Quarterly Status Report

**4th Quarter FY2020: April 01 - June 30, 2020**

**Report prepared for the September 03, 2020 TA Board Meeting**







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00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	9
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report ( PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	R	R	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	G	G	23
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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 Highway Planting Design  
**Sponsor:** City of Burlingame

**Scope:** The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans 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 roadway construction contract.

**Project Status Summary:** Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project is in right-of-way closeout stage and proceeding to 95% highway planting design.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	06/03/20*	05/06/19	10/03/20*

- Progress This Quarter:**
- (1) Continued addressing Caltrans' comments on right-of-way record maps.
  - (2) Continued addressing Caltrans' comments on 65% submittal.
  - (3) Began to prepare 95% submittal.
  - (4) Conducted focus highway planting meetings with Caltrans and obtained input.
  - (5) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
  - (6) Sent Section 83 Quitclaim deed package for right-of-way transfers to City to obtain approval.

- Future Activities:**
- (1) Obtain Caltrans approval on final right-of-way record maps.
  - (2) Submit highway planting 95% submittal.
  - (3) City to obtain approval on Section 83 Quitclaim deed package.
  - (4) City to execute Maintenance Agreement with Caltrans.

**Issues:** \*The San Mateo Express Lanes Project is utilizing the project area for staging until Spring 2022. Based on discussion with Caltrans, the construction of the highway planting will tentatively begin in summer 2022. There are on-going maintenance responsibilities discussions for highway planting. Depending upon who will maintain the highway planting, a revision to design may be necessary. Schedule will be updated once concurrences from Caltrans and City are received.

**Funding :**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$59,187,000	63%	\$57,219,182	97%	\$59,187,000	63%
<b>Others</b>						
<b>Federal</b>	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
<b>State</b>	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
<b>City</b>	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
<b>Total</b>	<b>\$93,738,000</b>	<b>100%</b>	<b>\$90,859,898</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>100%</b>

**Issues:** None

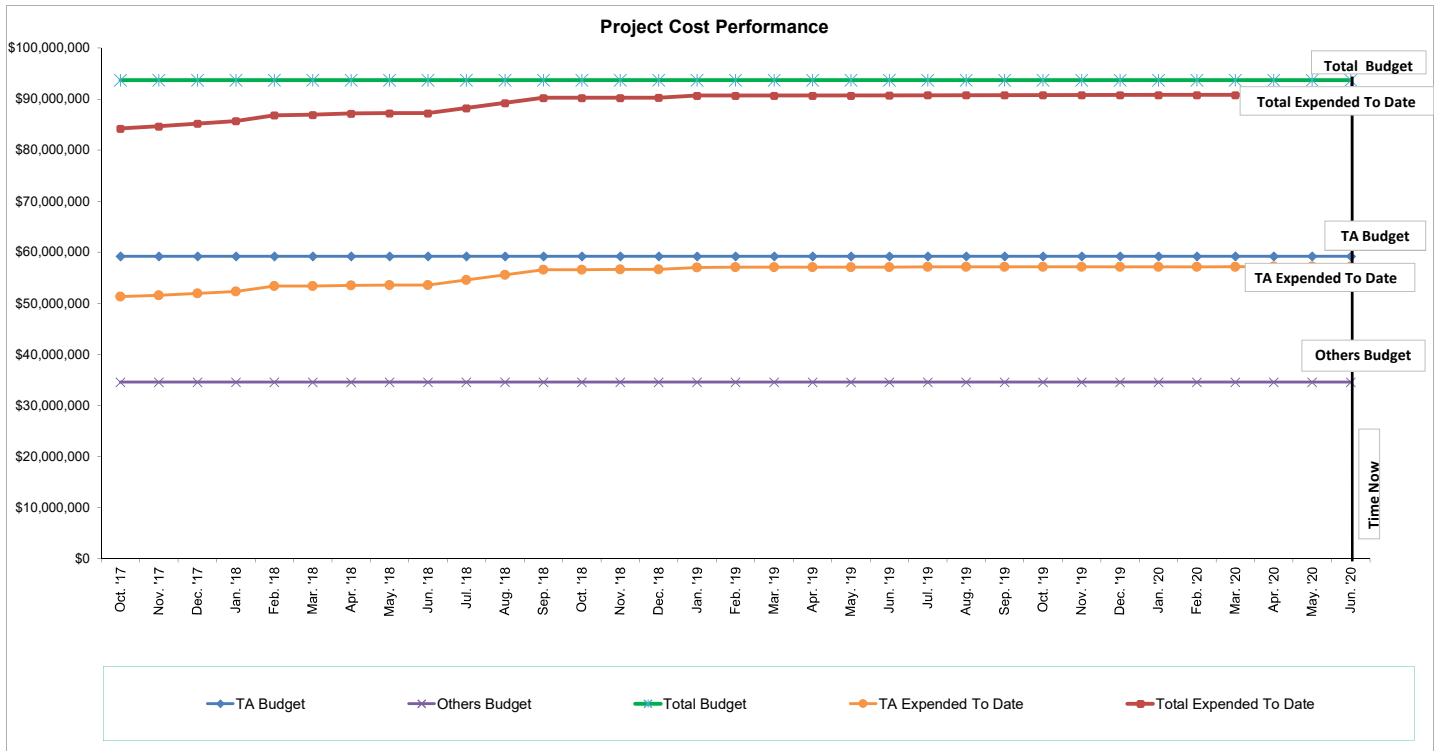


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,219,182	\$1,967,818	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$90,859,898</b>	<b>\$2,878,102</b>	<b>\$93,738,000</b>	<b>\$0</b>

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



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

**Issues:** None

# 000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

**TA Role:** Funding Agency  
**Sponsor:** City of Menlo Park

**Scope:**



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also realigned and widened on- and off-ramps, and installed 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 (City) for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The construction is complete. The project is in closeout stage and the City has revised the concept highway planting design to accommodate excess excavated soil from the U.S. 101 Express Lanes Project. Caltrans has begun to review claims received and discuss with contractors.

**Issues:** None

**Schedule:**



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

**Progress**

**This Quarter:**

- (1) Continued to closeout construction phase with Caltrans.
- (2) Caltrans began to review claims with contractors.
- (3) Continued coordination with the U.S. 101 Express Lanes Project.
- (4) City continued to discuss maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.
- (5) City revised and submitted concept plans and cost estimate to reflect grading changes to Caltrans to review.
- (6) City prepared visual simulations of revised concept design.
- (7) City submitted a funding application for Urban Greening Grant.

**Future**

**Activities:**

- (1) City to review revised concept landscape plans and visual simulations with Caltrans and EPA staff.
- (2) City to continue to discuss funding requirements and maintenance responsibilities/agreements with Caltrans, EPA.
- (3) City to present concept plans to the City Council for consideration and approval.
- (4) City to continue identifying additional funding for landscape construction and ongoing long term maintenance.
- (5) Caltrans to settle claims with contractors.

**Issues:**

Schedule for highway planting final design will be provided once the City obtain the approval to proceed from City Council and Caltrans. Caltrans has begun to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and the TA are working together to analyze the funding situation.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$56,400,000	84%	\$49,553,073	88%	\$56,400,000	85%
<b>Others</b>						
<b>State</b>	\$10,400,000	16%	\$8,301,964	84%	\$9,900,000	15%
<b>Total</b>	<b>\$66,800,000</b>	<b>100%</b>	<b>\$57,855,037</b>	<b>87%</b>	<b>\$66,300,000</b>	<b>100%</b>

**Issues:**

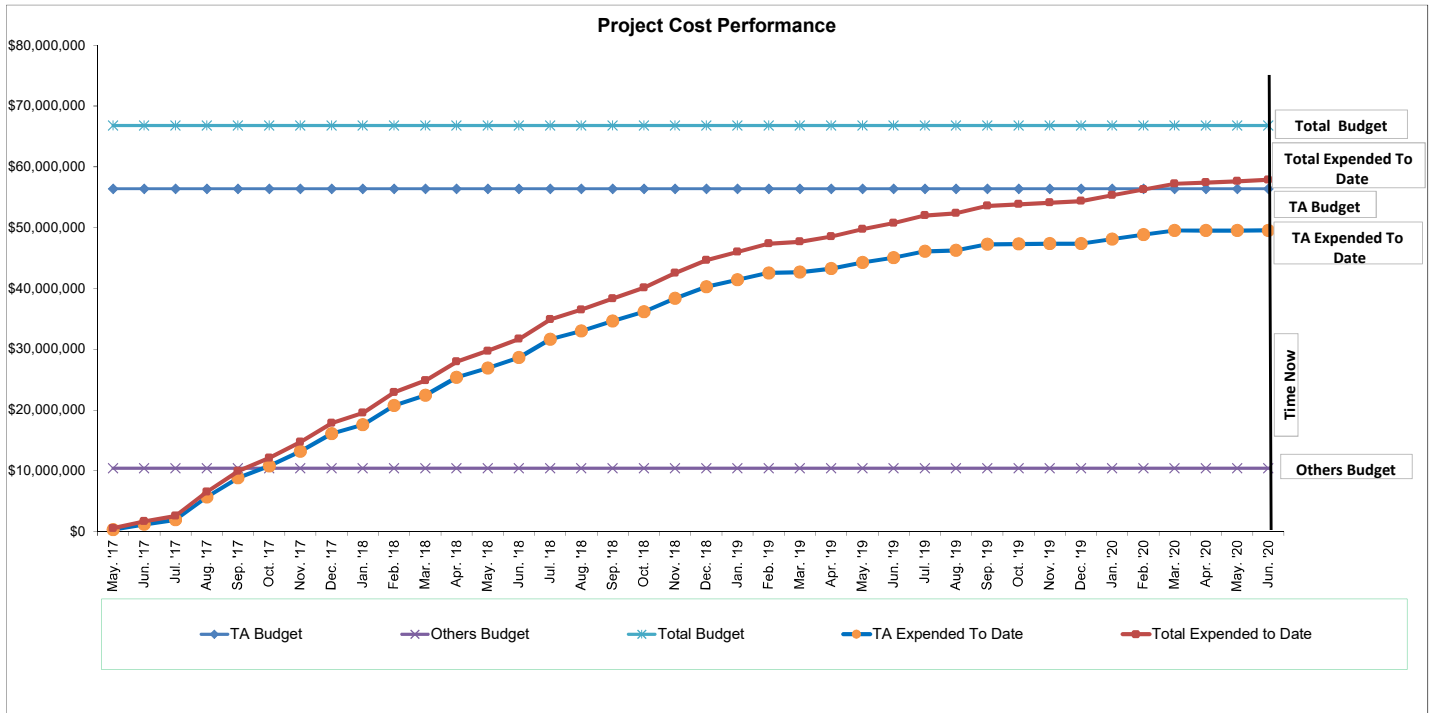
TA advanced \$10.4 M Measure A funds for construction support to be reimbursed by Caltrans. TA will submit the second STIP funds reimbursement request (\$4M) to CTC in 2021. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table. Caltrans has begun to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and the TA are working closely to analyze the funding situation.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$49,553,073	\$6,846,927	\$56,400,000	\$0
State	\$10,400,000	\$8,301,964	\$1,598,036	\$9,900,000	\$500,000
<b>Total Project</b>	<b>\$66,800,000</b>	<b>\$57,855,037</b>	<b>\$8,444,963</b>	<b>\$66,300,000</b>	<b>\$500,000</b>

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



\* Cost incurred from the beginning of current construction phase.

**Issues:** None

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

**TA Role:** Funding Agency

**Sponsor:** City of Redwood City (Also Implementing Agency)

**Scope:**



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and 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 City received comments on 95% PS&E package and is reviewing and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase.

**Issues:** None

**Schedule:**



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

**Progress This Quarter:**

- (1) Began to review and document Caltrans comments and discussions.
- (2) Continued to work on utility identification and verification.
- (3) Began to update utility plans.
- (4) Continued to address comments received from California Public Utilities Commission (CPUC).
- (5) Began to review UPRR comments and provide information requested.
- (6) Scheduled review meeting with UPRR and CPUC in July.
- (7) Updated right of way hazardous materials investigation plan.
- (8) Completed incorporating comments from Caltrans on the Project HazMat. Report.

**Future Activities:**

- (1) Conduct review meeting with UPRR and CPUC.
- (2) Obtain approval from UPRR and CPUC.
- (3) City to submit formal notification, scope, schedule and budget to complete to TA.

**Issues:** \*In consultation with Caltrans and TA, the City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The City is reviewing and documenting discussions on addressing Caltrans comments, and developing a scope, schedule and budget to complete the remaining tasks. The schedule will be updated once the City finish the analysis.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$8,140,000	79%	\$6,373,844	78%	\$8,140,000	79%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$2,110,000	21%	\$1,112,459	53%	\$2,110,000	21%
<b>Total</b>	<b>\$10,250,000</b>	<b>100%</b>	<b>\$7,486,304</b>	<b>73%</b>	<b>\$10,250,000</b>	<b>100%</b>

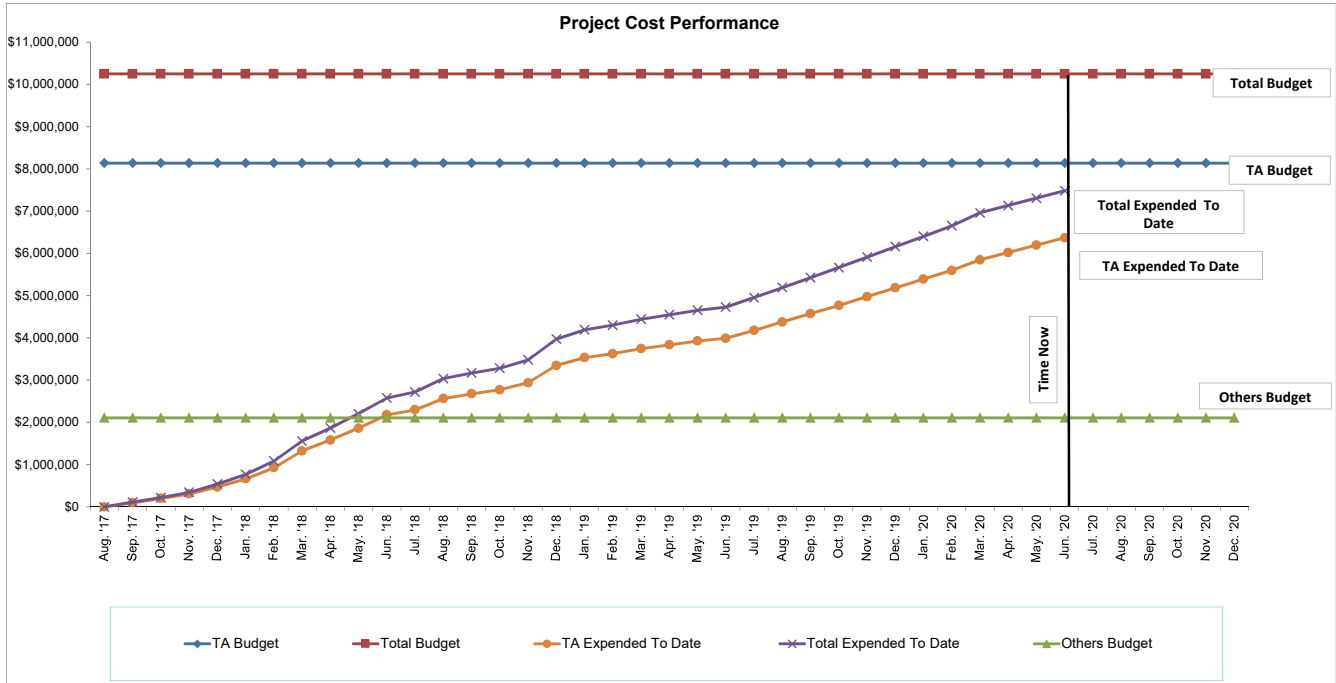
**Issues:** The City is working to develop a full funding plan for the right-of-way capital and construction phases. Funding is for PS&E and right-of-way support phases.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,373,844	\$1,766,156	\$8,140,000	\$0
City	\$2,110,000	\$1,112,459	\$997,541	\$2,110,000	\$0
<b>Total Project</b>	<b>\$10,250,000</b>	<b>\$7,486,304</b>	<b>\$2,763,696</b>	<b>\$10,250,000</b>	<b>\$0</b>

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




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

**Issues:** None

## 000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT


**TA Role:** Funding Agency and technical support during construction

**Sponsor:** City of Pacifica

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

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

**Issues:** None


**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	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
<b>SMCTA</b>	\$10,054,000	56%	\$7,724,207	99.9%	\$7,735,075	50%
<b>Others</b>						
<b>Federal</b>	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
<b>State</b>	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
<b>City</b>	\$150,000	1%	\$150,000	100%	\$150,000	1%
<b>Total</b>	<b>\$17,844,381</b>	<b>100%</b>	<b>\$15,421,406</b>	<b>99.9%</b>	<b>\$15,432,273</b>	<b>100%</b>

**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	\$7,724,207	\$10,867	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
<b>Total Project</b>	<b>\$17,844,381</b>	<b>\$15,421,406</b>	<b>\$10,867</b>	<b>\$15,432,273</b>	<b>\$2,412,108</b>

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



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

**Issues:** None

# 000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

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



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

**Issues:** None

**Schedule:**



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

**Progress**

**This Quarter:**

- (1) Continued to review and issue Contract Change Orders.
- (2) Continued punch list of items and close out of southern civil project.
- (3) Continued to advance Toll Systems design and cost estimates.
- (4) All grubbing and tree removal completed in April avoiding bird nesting schedule impacts
- (5) Completed demolition of three sound walls in the city of San Mateo .
- (6) Prepared for the sewer line relocation work.
- (7) Continued to finalize Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (8) Continued to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities.

**Future Activities:**

- (1) Closeout civil construction for the southern segment.
- (2) Begin reconstruction of sound walls.
- (3) Reconcile cost estimate for Toll Systems with BAIFA.
- (4) Execute Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (5) Finalize Operations and Maintenance Agreements.
- (6) Continue outside widening to accommodate new lanes.

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA **</b>	\$30,500,000	5%	\$26,923,496	88%	\$30,500,000	5%
<b>Others</b>						
<b>Regional</b>	\$95,000,000	16%	\$0	0%	\$95,000,000	16%
<b>Loan/Future Toll</b>	\$86,470,000	15%	\$40,376,551	47%	\$86,470,000	15%
<b>Federal</b>	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
<b>State</b>	\$306,670,000	53%	\$124,600,735	41%	\$306,670,000	53%
<b>Private*</b>	\$53,000,000	9%	\$3,907,556	7%	\$53,000,000	9%
<b>Total</b>	<b>\$581,140,000</b>	<b>100%</b>	<b>\$205,308,338</b>	<b>35%</b>	<b>\$581,140,000</b>	<b>100%</b>

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

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

**Issues:**

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

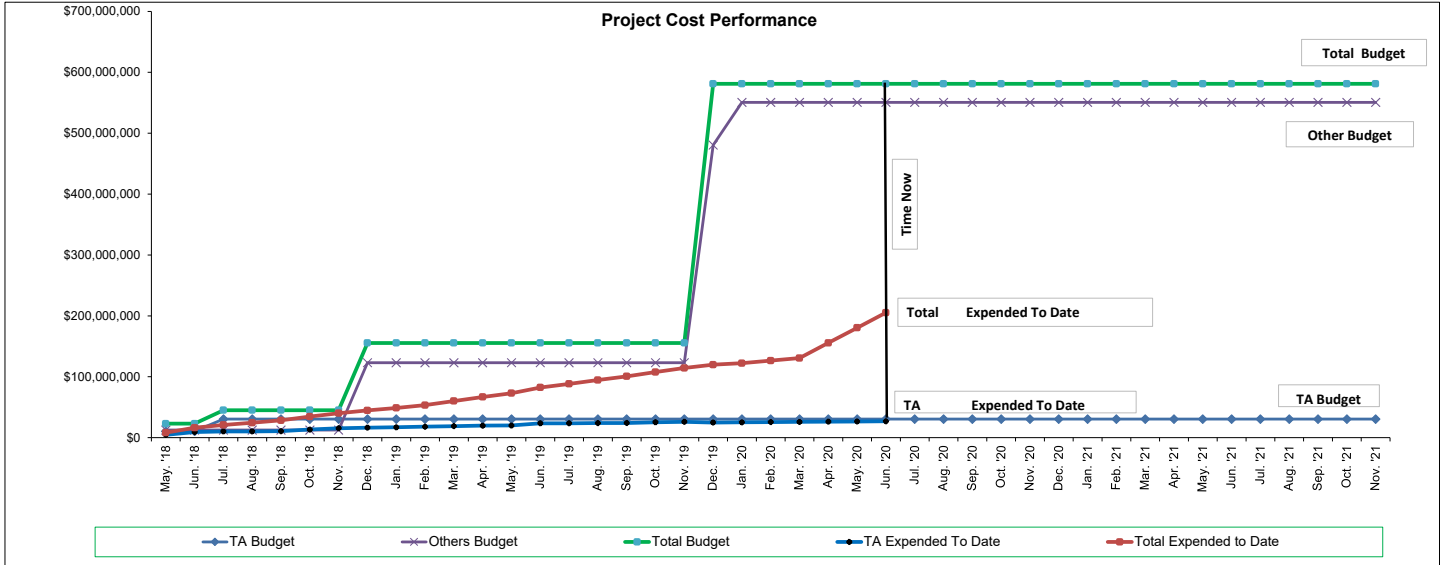


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$26,923,496	\$3,576,504	\$30,500,000	\$0
Others	\$550,640,000	\$178,384,842	\$372,255,158	\$550,640,000	\$0
<b>Total Project</b>	<b>\$581,140,000</b>	<b>\$205,308,338</b>	<b>\$375,831,662</b>	<b>\$581,140,000</b>	<b>\$0</b>

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



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

**Issues:**

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

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

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

**Scope:**



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

**Project Status**

**Summary:**

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

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	04/30/20	09/27/17	11/30/19*

**Progress**

(1) Continued coordination with County and Caltrans for the Planning Commission Meeting.

**This Quarter:**

- (2) Provided information to support Caltrans' review on PEER package.
- (3) County continued to pursue funding sources for construction phase.

**Future**

**Activities:**

- (1) Conduct hazardous materials investigation.
- (2) County to work with Caltrans to schedule to attend the Planning Commission Meeting.
- (3) County to continue pursue funding sources for construction phase.

**Issues:**

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

**Funding:**



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

**Issues:**

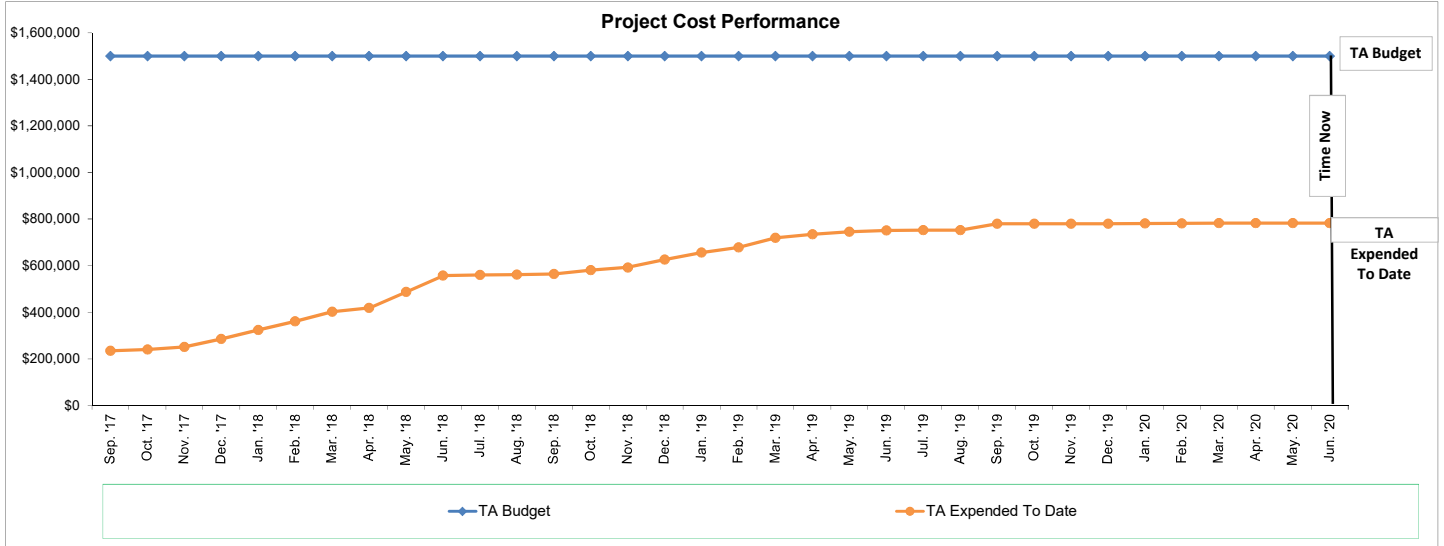
None

**Budget:**



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

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



\* Cost incurred from the beginning of current PEER phase.

**Issues:** None

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

**TA Role:** Funding Agency

**Sponsor:** City of San Carlos (Also Implementing Agency)

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

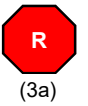


**Project Status Summary:** The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the POC element of the Project. The City is updating the design based on value engineering and pursuing additional funding sources.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*



**Progress This Quarter:**

- (1) City met with Caltrans to discuss value engineering proposals.
- (2) City submitted revised structure type selection based on Caltrans' comments.
- (3) TA submitted LPP grants application on behalf of the City for the pedestrian overcrossing component of the project.
- (4) City continued to address Caltrans' comments and obtain approval on PS&E.

**Future Activities:**

- (1) City to obtain Caltrans' approval on value engineering proposals.
- (2) City to apply for additional funding sources.
- (3) City to submit ATP grants application.
- (4) City to submit revised 95% submittal.

**Issues:** \*City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval on PS&E package. The City is conducting value engineering to explore cost saving opportunities along with pursuing additional funding sources which includes the next cycle of ATP funding schedule to be available March 2021. If successful, the City intends to re advertise the Project in May 2021. The work that was proposed to be shifted to the project will now remain and be completed as part of the U.S. 101 Express Lanes Project.

**Funding:**

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



**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.

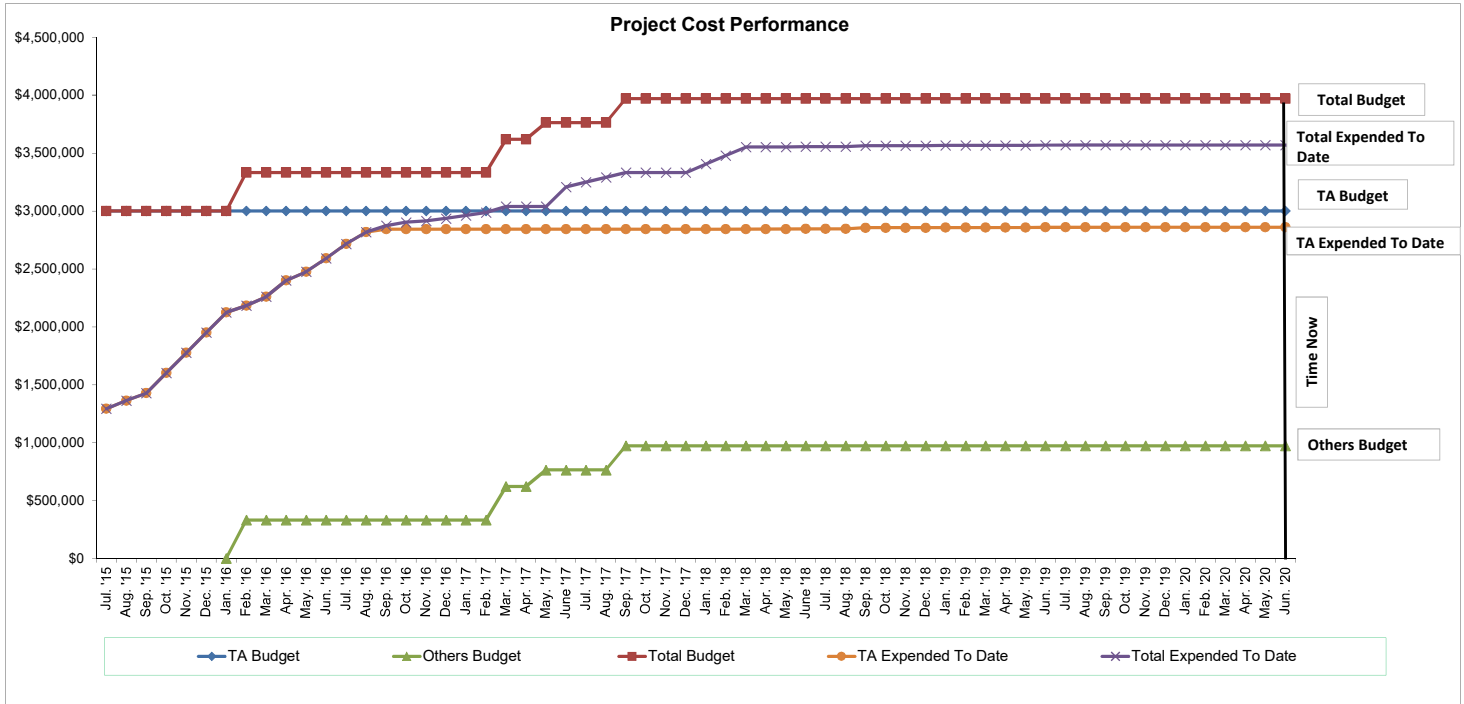
**Budget:**



(2a)

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

Note: Budget is for PA&E 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 and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



\* 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. In November 2019, TA Board programmed and allocated an additional \$2.6 M to accommodate one-year construction delay and scope shifting from the Express Lanes Project to the Holly Project. Since work will remain with Express Lanes Project, TA to seek Board authorization to reallocate the associated fund back to Express Lanes Project.

# 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.

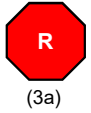


**Project Status Summary:** The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. The project is currently in traffic operational analysis. Other environmental and technical studies are currently on hold until traffic study is complete. TA is working with City of San Mateo on scope of work for new work directive to complete PA&ED phase.

**Issues:** None

**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*



**Progress This Quarter:** (1) Coordinated with City of San Mateo on scope of work encompassing a more robust and COVID-19 consistent public outreach plan for new work directive to complete PA&ED process as current consultant work directive has expired.

**Future Activities:**

- (1) Review and complete work directive negotiations and issue NTP to consultant team.
- (2) Resume Project Development Team meetings with Caltrans and cities.
- (3) Schedule follow up public outreach meetings to present traffic study results.

**Issues:** \*Additional traffic studies and enhanced public outreach impacted the project schedule. It is the desire of City of San Mateo as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. Baseline schedule for PA&ED will be developed once the review with City of San Mateo and negotiation with consultant team are completed.

**Funding :**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,500,000	100%	\$1,805,920	52%	\$3,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$3,500,000</b>	<b>100%</b>	<b>\$1,805,920</b>	<b>52%</b>	<b>\$3,500,000</b>	<b>100%</b>

**Issues:** Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. The City of San Mateo and TA staff are working to quantify the additional cost and resources to bridge the funding gap.

**Budget:**

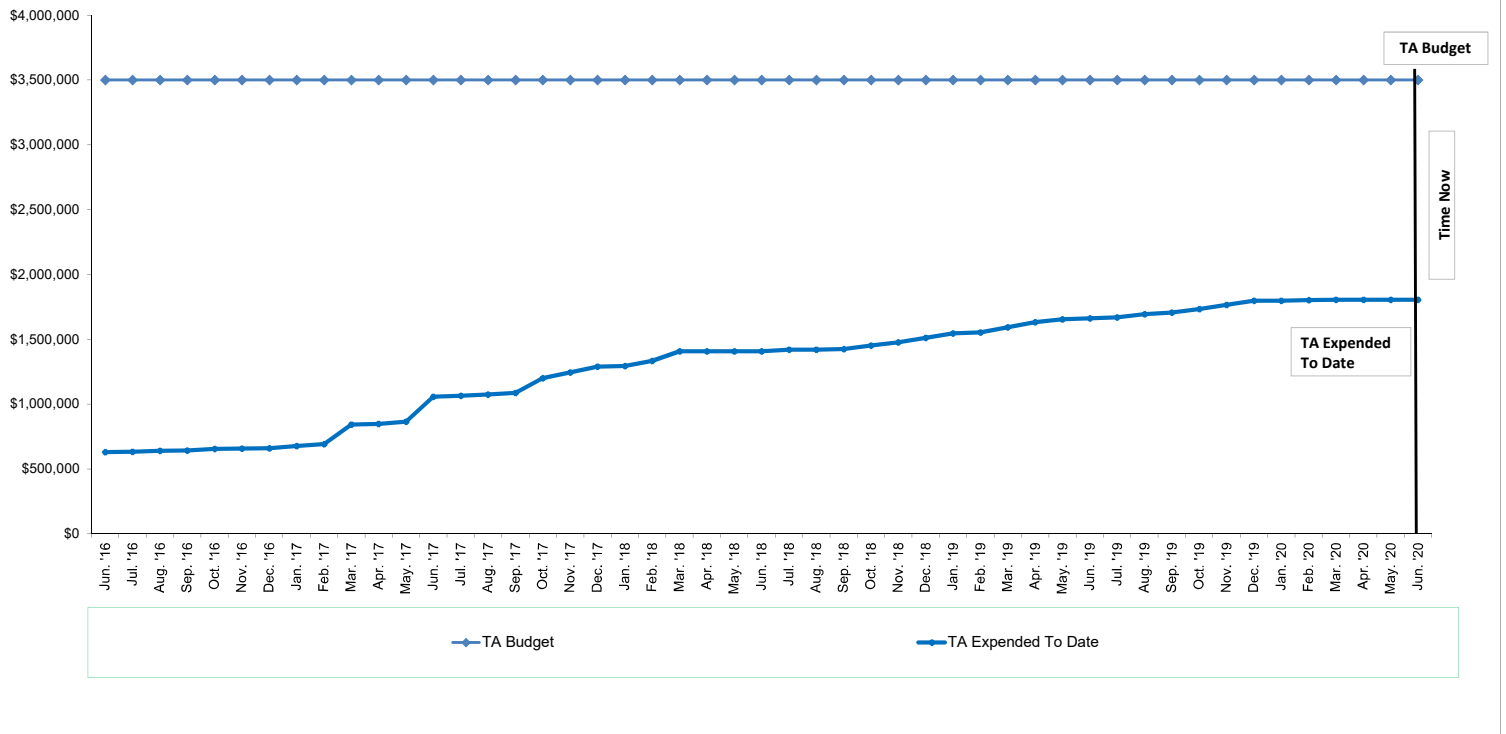


(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,805,920	\$1,694,080	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$3,500,000</b>	<b>\$1,805,920</b>	<b>\$1,694,080</b>	<b>\$3,500,000</b>	<b>\$0</b>

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

**Project Cost Performance**



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

**Issues:** Cost associated with additional traffic studies and enhanced public outreach will require additional funding to complete the environmental phase of the project.

# 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) was approved on August 31, 2015. During the PA&ED phase of the project, the PSR design alternatives and two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities begun in October 2018. The properties impacted by the design alternatives have been identified. Caltrans and the City will soon decide on the preferred alternative(s).

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		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	07/20/17	12/31/21	07/20/17	12/31/21

**Progress**

**This Quarter:**

- (1) Revised the travel demand forecast memo based on Caltrans' comments.
- (2) Prepared response to Caltrans' comments on the traffic demand sensitivity traffic analysis.
- (3) Updated the "Overcrossing Only" alternative.
- (4) Completed the "Purpose and Need" statement and submitted to Caltrans.
- (5) Attended Caltrans' coordination conference calls
- (6) Updated Alternative 6 based on stakeholders including business owners.
- (7) Provided memorandum to the City Council on project status
- (8) Prepared cost estimate for "overcrossing" only alternative.

**Future**

**Activities:**

- (1) Continue to update the CPM Design Schedule.
- (2) Prepare and attend a PDT with Caltrans on 7/28/20.
- (3) Update and submit the Project Schedule to Caltrans.
- (4) Update and submit the Project Description to Caltrans.
- (5) Update and submit the Project Geometry and nonstandard features to Caltrans.
- (6) Prepare and submit a status memo to City Manager

**Issues:**

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,550,000	92%	\$1,845,474	52%	\$3,550,000	92%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$300,000	8%	\$85,662	29%	\$300,000	8%
<b>Total</b>	<b>\$3,850,000</b>	<b>100%</b>	<b>\$1,931,137</b>	<b>50%</b>	<b>\$3,850,000</b>	<b>100%</b>

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

**Issues:**

None

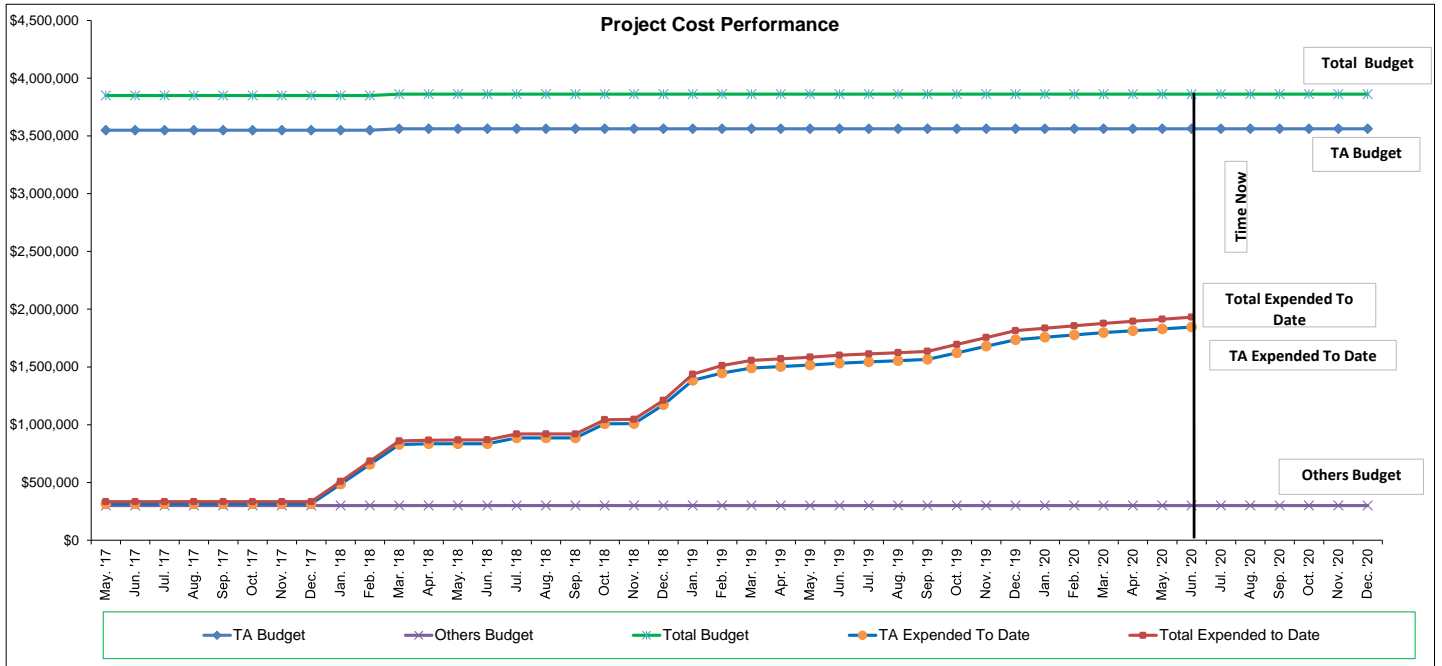


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,845,474	\$1,704,526	\$3,550,000	\$0
Others	\$300,000	\$85,662	\$214,338	\$300,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$1,931,137</b>	<b>\$1,918,863</b>	<b>\$3,850,000</b>	<b>\$0</b>

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of San Mateo

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



**Project Status Summary:** Caltrans 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 highway planting final design.

**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
Highway Planting Design	09/01/19	07/30/20	09/01/19	07/30/20	09/01/19	06/30/21

**Progress This Quarter:** (1) Closed out roadway project  
(2) Reached agreement with Caltrans on transfer of remaining construction funds towards landscap project

**Future Activities:** (1) Complete public outreach plan and conduct public outreach.  
(2) Finalize landscape design based on input from public outrach meetings.

**Issues:** None

**Funding :**



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

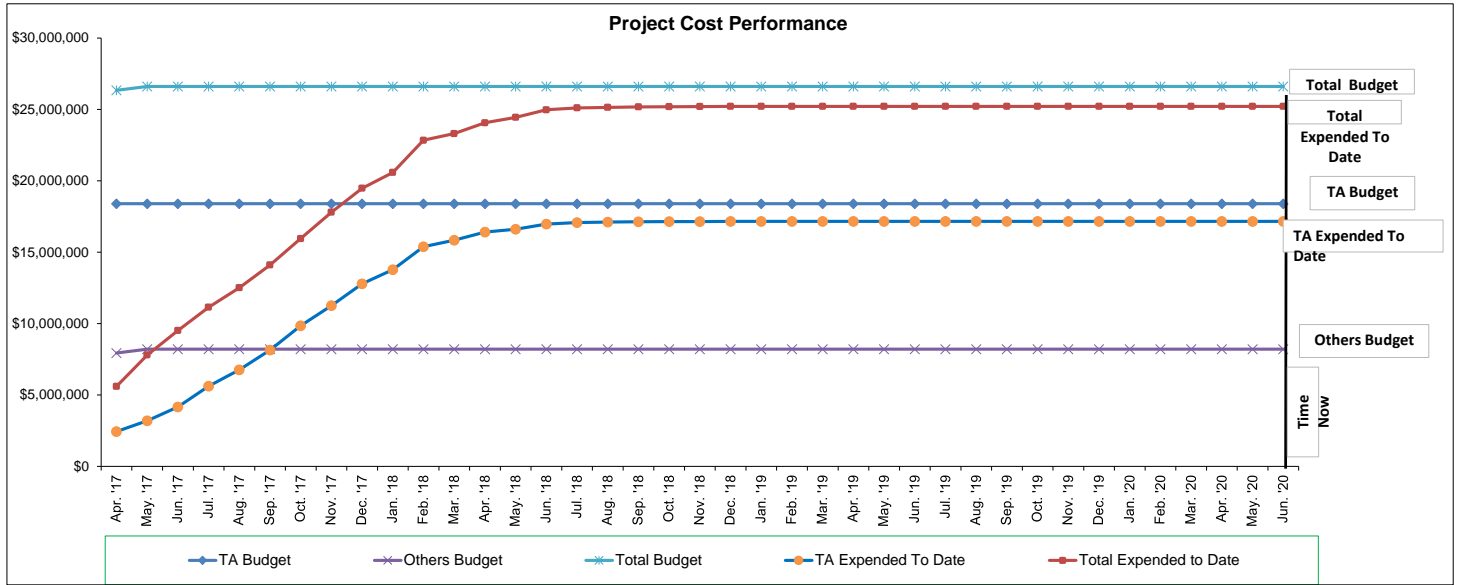
**Issues:** Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

**Budget:**



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

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



\* Cost inception from the beginning of construction 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 (Implementing Agency)

**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. The project is relocating PG&E and Comcast utility lines to underground in preparation of construction.

**Issues:**

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	09/30/21

**Progress This Quarter:**

- Undergrounded the PG&E and Comcast overhead utilities.
- Prepared a construction bid package and invited construction bids on May 7, 2020.
- Opened bids on June 4, 2020.

**Future Activities:**

- Execute amendment to funding agreement with the TA and award construction contract.
- Prepare construction contract as well as consultant contracts for construction management, design support, landscape architecture, and materials testing.
- Obtain bond/insurance and execute construction contract.
- Conduct pre-construction meeting with contractor reps and Caltrans Resident Engineer.
- Receive and review construction schedule, obtain contractor material submittals and begin construction.
- Obtain TA Board approval for \$440,000 towards paying for higher bids than the engineers estimate/budget.
- Obtain City Council approval to award the contract.

**Issues:** None.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,500,000	84%	\$300,000	9%	\$3,500,000	84%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$650,000	16%	\$383,338	59%	\$650,000	16%
<b>Total</b>	<b>\$4,150,000</b>	<b>100%</b>	<b>\$683,338</b>	<b>16%</b>	<b>\$4,150,000</b>	<b>100%</b>

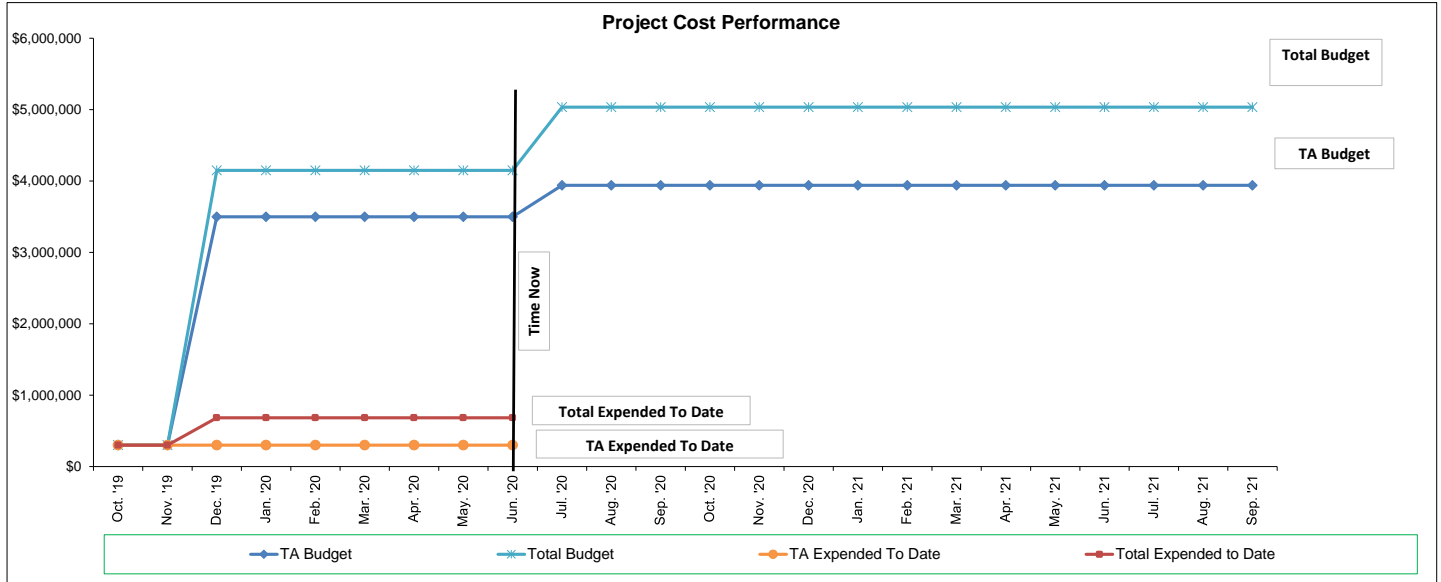
Note: Funding is \$300,000 for design and \$3,200,000 for construction

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$300,000	\$3,200,000	\$3,500,000	\$0
Others	\$650,000	\$383,338	\$266,662	\$650,000	\$0
<b>Total Project</b>	<b>\$4,150,000</b>	<b>\$683,338</b>	<b>\$3,466,662</b>	<b>\$4,150,000</b>	<b>\$0</b>



**Issues:** Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

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

**TA Role:** Funding Agency

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

**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. The project is relocating PG&E and Comcast utility lines to underground in preparation of construction.

**Issues:**

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	09/30/21

**Progress This Quarter:**

- Undergrounded the PG&E and Comcast overhead utilities.
- Prepared a construction bid package and invited construction bids on May 7, 2020.
- Opened bids on June 4, 2020.

**Future Activities:**

- Execute amendment to funding agreement with the TA and award construction contract.
- Prepare construction contract as well as consultant contracts for construction management, design support, landscape architecture, and materials testing.
- Obtain bond/insurance and execute construction contract.
- Conduct pre-construction meeting with contractor reps and Caltrans Resident Engineer.
- Receive and review construction schedule, obtain contractor material submittals and begin construction.
- Obtain TA Board approval for \$440,000 towards paying for higher bids than the engineers estimate/budget.
- Obtain City Council approval to award the contract.

**Issues:** None.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,200,000	83%	\$300,000	9%	\$3,200,000	83%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$650,000	17%	\$383,338	59%	\$650,000	17%
<b>Total</b>	<b>\$3,850,000</b>	<b>100%</b>	<b>\$683,338</b>	<b>18%</b>	<b>\$3,850,000</b>	<b>100%</b>

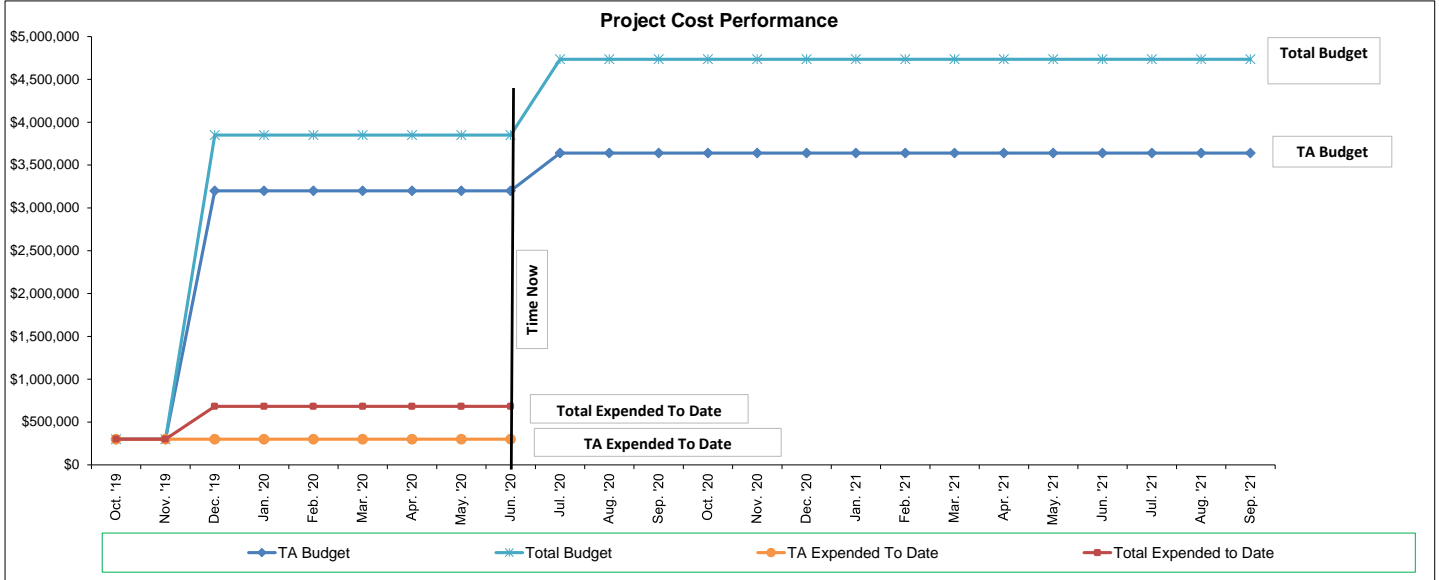
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,200,000	\$300,000	\$2,900,000	\$3,200,000	\$0
Others	\$650,000	\$383,338	\$266,662	\$650,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$683,338</b>	<b>\$3,166,662</b>	<b>\$3,850,000</b>	<b>\$0</b>

Note: Budget is for construction phase only.



**Issues:**

Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

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

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

**Scope:**



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

**Project Status Summary:**

The City has received the result of the geotechnical investigation. Sixty-five percent design is being prepared and will be submitted to Caltrans in the next quarter. Due to Covid-19, the utility investigation and pot-holing is on hold.

**Issues:** None

**Schedule:**



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

**Progress This Quarter:**

- (1) Completed 65% Plans and Estimate.
- (2) Completed ADL investigations, design of retaining walls, and Right-of-Way plans.
- (3) Began 95% Plans, Specifications and Estimates.

**Future Activities:**

- (1) Complete storm drain design and utility investigations.
- (2) Complete landscape design.
- (2) Complete preliminary construction cost estimate.

**Issues:** Due to Covid-19 issues, the schedule has been delayed by approximately three months.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$300,000	35%	\$181,234	60%	\$300,000	35%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$556,185	65%	\$336,576	61%	\$556,185	65%
<b>Total</b>	<b>\$856,185</b>	<b>100%</b>	<b>\$517,810</b>	<b>60%</b>	<b>\$856,185</b>	<b>100%</b>

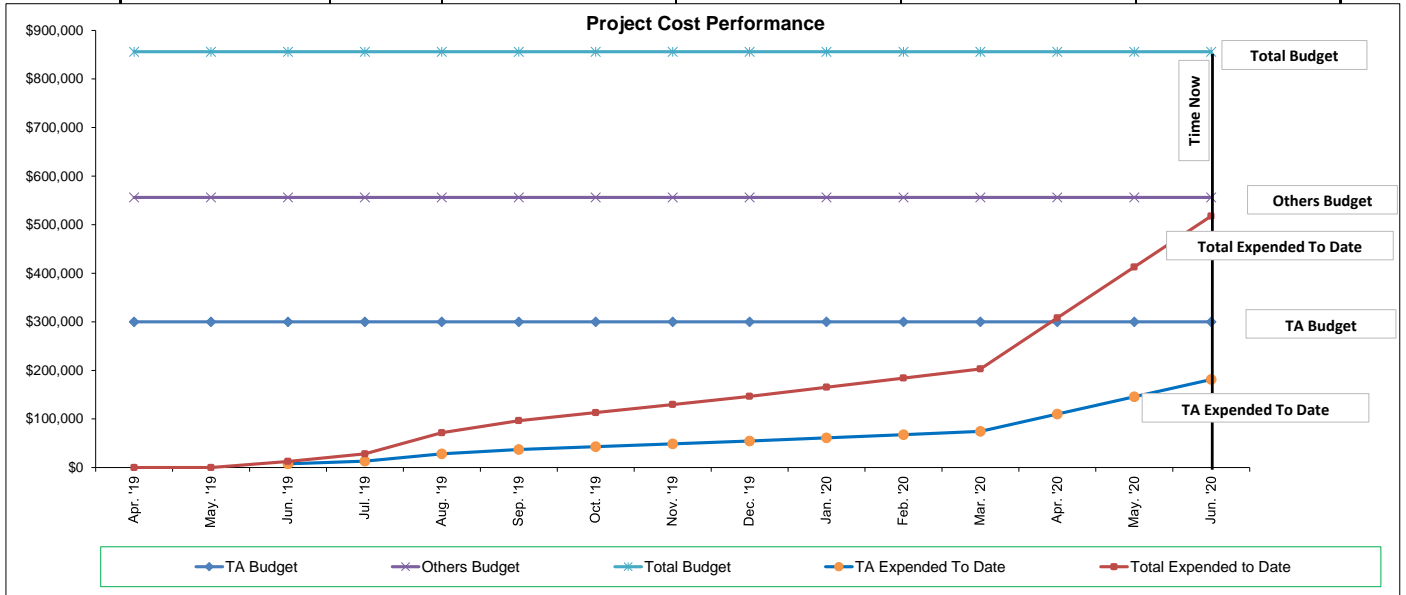
**Issues:** Approximately \$3 Million will be required during construction phase.



**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$181,234	\$118,766	\$300,000	\$0
Others	\$556,185	\$336,576	\$219,609	\$556,185	\$0
<b>Total Project</b>	<b>\$856,185</b>	<b>\$517,810</b>	<b>\$338,375</b>	<b>\$856,185</b>	<b>\$0</b>




**Issues:** None

# 100302 - U.S. 101 MANAGED LANES NORTH PROJECT


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

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

**Scope:**  This project will provide Managed Lanes on US 101 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:** A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the environmental phase of within San Mateo County (from I-380 to the San Mateo- San Francisco County line), and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. TA is working with SFCTA to close out the PID phase. Initiated a meeting with Caltrans to develop an integrated team for the next phase, Project Approval-Environmental Document (PA/ED). Preliminary schedule for the PA/ED has been developed.

**Issues:** None


**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	06/22/20	03/31/22	09/15/20	03/31/22

**Progress This Quarter:** (1) Completed draft Cooperative Agreement.  
 (4) Developed draft integrated team cost sharing proposal  
 (5) Initiated Negotiations with Caltrans on scope sharing

**Future Activities:** (1) Execute agreements with Caltrans and C/CAG for PAED phase.  
 (4) Initiate PA/ED phase

**Issues:** None

**Funding :** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$1,000,000	57%	\$710,444	100%	\$710,444	56%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>SFCTA &amp; CMA</b>	\$750,000	43%	\$560,705	100%	\$560,705	44%
<b>Total</b>	<b>\$1,750,000</b>	<b>100%</b>	<b>\$1,271,149</b>	<b>100%</b>	<b>\$1,271,149</b>	<b>100%</b>

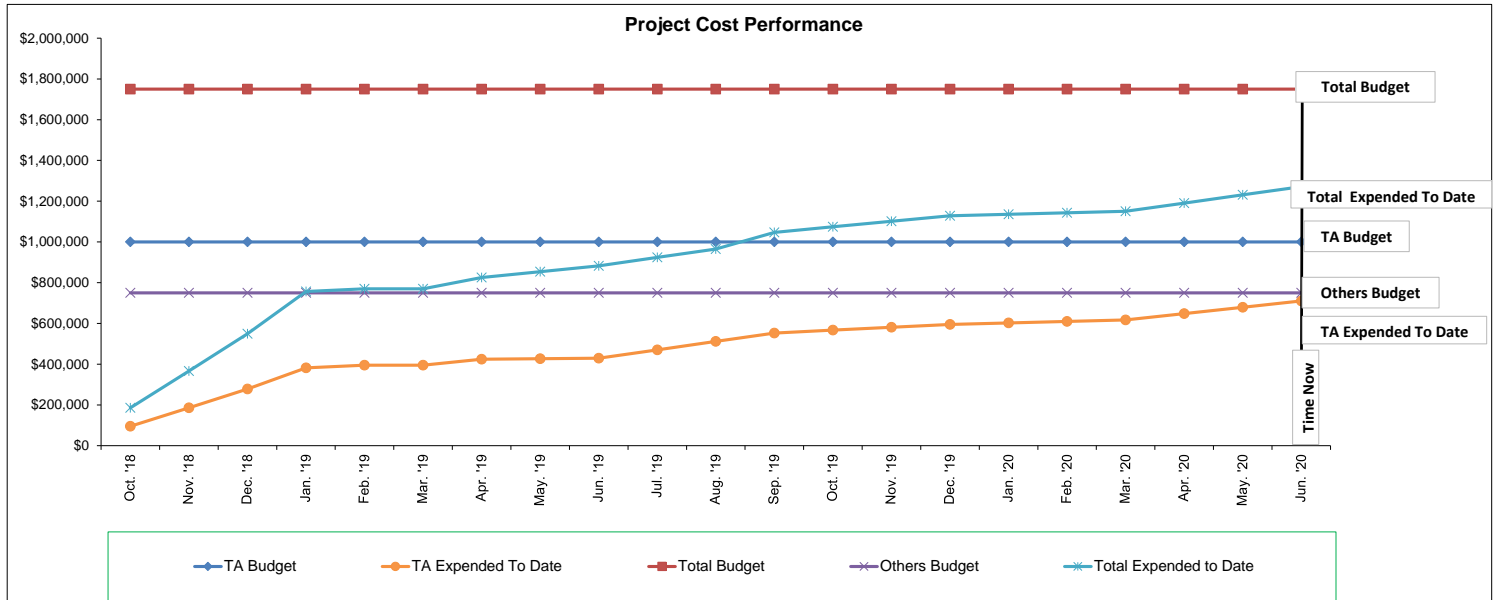
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$710,444	\$0	\$710,444	\$289,556
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
<b>Total Project</b>	<b>\$1,750,000</b>	<b>\$1,271,149</b>	<b>\$0</b>	<b>\$1,271,149</b>	<b>\$478,851</b>

Note: Budget is for PID phase only.




**Issues:** None

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


**TA Role:** Cosponsors with C/CAG

**Cosponsors:** TA and C/CAG

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

**Project Status Summary:** The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	10/29/19
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21


**Progress This Quarter:**

- (1) Closed out PID phase with Cities of Foster City and San Mateo.
- (2) Began PAED phase.
- (3) CT scheduled first project development team meeting on July 30th.
- (4) CT sent study requests to functional units for Environmental, Utilities, Surveying, Traffic, Right of Way, and Operations for investigation and analysis.

**Future Activities:**

- (1) Conduct first project development team meeting.
- (2) Begin technical studies.

**Issues:** None

**Funding:** 

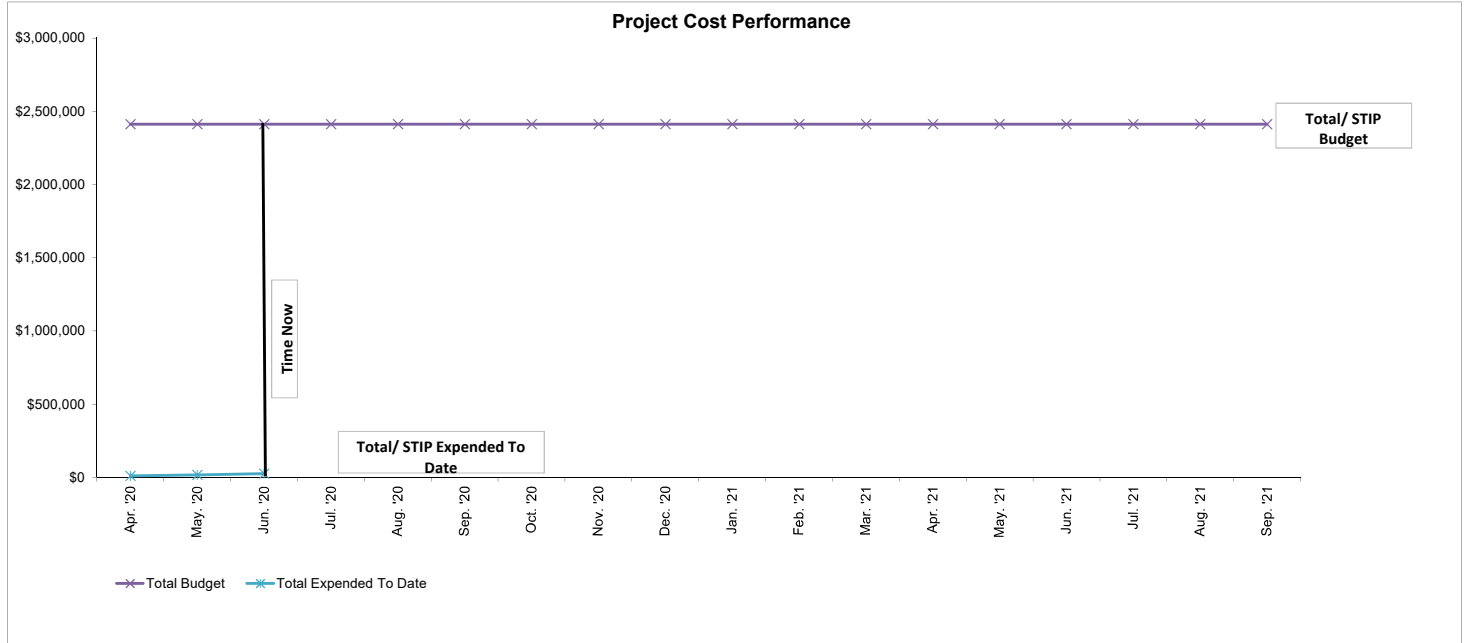
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$0	0%	\$0	0%	\$0	0%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$2,411,000	100%	\$0	0%	\$2,411,000	100%
<b>Cities</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$2,411,000</b>	<b>100%</b>	<b>\$0</b>	<b>0%</b>	<b>\$2,411,000</b>	<b>100%</b>

**Issues:** None

**Budget:**




Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$0	\$2,411,000	\$2,411,000	\$0
<b>Total Project</b>	<b>\$2,411,000</b>	<b>\$0</b>	<b>\$2,411,000</b>	<b>\$2,411,000</b>	<b>\$0</b>



**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:** (1) The alternative analysis and technical studies for the Project Study Report (PSR) has been completed.  
 (2) A draft PSR was submitted to Caltrans for review and Caltrans provided comments.  
 (3) Currently, the PSR is being revised to incorporate the comments from Caltrans.  
 (4) The Approval of a PSR will serve as a Project Initiation Document (PID) to advance the project to "Project Approval/Environmental Document (PA/ED) phase of the Project.

**Issues:** None


**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	06/30/20	10/01/18	09/30/20

**Progress This Quarter:** (1) Addressed Caltrans comments and returned the PSR-PDS document to Caltrans for signature.  
 (2) Updated Traffic Report, and Storm Water Data Report in response to Caltrans' comments  
 (3) Updated project cost estimates

**Future Activities:** (1) Obtain approval from the Board to transfer funds remaining from the PID phase to PA/ED phase.  
 (3) Refine scope/cost/schedule of the project considering full funding will be available only after the Short Range Highway Plan.  
 (2) Provide Work Directive to the Joint Venture consultant for critical path items and jump-start the PA/ED phase.

**Issues:** None

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$2,207,000	99%	\$883,777	41%	\$2,140,691	99%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>Cities</b>	\$23,000	1%	\$7,447	33%	\$22,309	1%
<b>Total</b>	<b>\$2,230,000</b>	<b>100%</b>	<b>\$891,224</b>	<b>41%</b>	<b>\$2,163,000</b>	<b>100%</b>

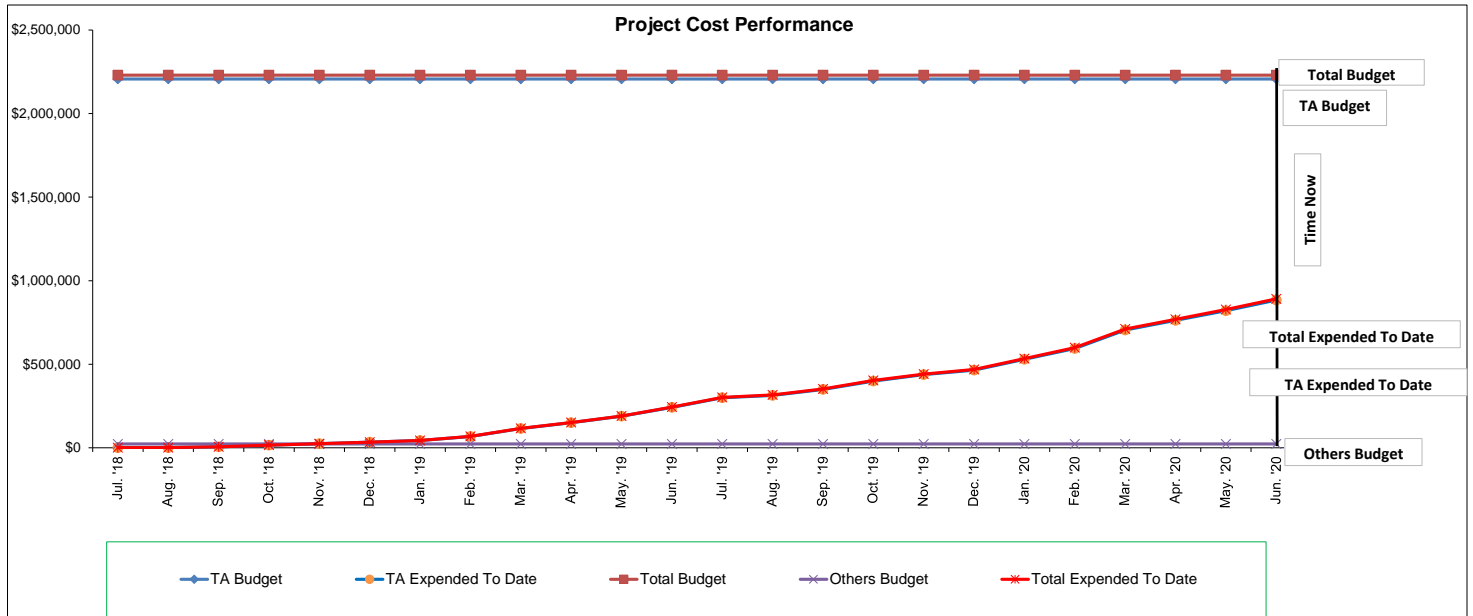
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$883,777	\$1,256,914	\$2,140,691.03	\$66,309
Others	\$23,000	\$7,447	\$14,862	\$22,309	\$691
<b>Total Project</b>	<b>\$2,230,000</b>	<b>\$891,224</b>	<b>\$1,271,776</b>	<b>\$2,163,000</b>	<b>\$67,000</b>

Note: Budget is for PID phase only.



**Issues:** None





# **TA – Caltrain Project**

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

	<b>SMCTA Budget</b> \$74,000,000	<b>Expended</b> \$58,201,172	<b>Remaining</b> \$15,798,828
<p><b>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</b></p> <p><b>Scope:</b> This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction 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><b>Phase:</b> Construction (Scheduled for completion approximately, May 2021)</p> <p><b>Status:</b> Construction continued, which included completion of installation of all mechanically stabilized earth (MSE) retaining walls, paved MSE wall north of 28th Avenue, shotcrete ramp and stair walls, installed superstructure at 31st Avenue and installed ballast north of 28th Avenue. Additionally, continued construction of retaining wall at west side of 28th Avenue and relocation of AT&amp;T duct bank. Completed retaining walls at west side of 31st sidewalk and continued retaining walls at street. Maintained project coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders.</p>			
<p><b>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Preliminary Engineering/Environmental (PE/ENV) (Scheduled for completion approximately, September 2020)</p> <p><b>GIUJ g.</b> Project team continued coordination with Electrification project regarding redesign of traction power paralleling station PS-3. Additionally, project team worked on draft contract for final design services and collaborating with Environmental team for FTA NEPA clearance process. Continued meeting with stakeholders.</p>	<b>SMCTA Budget</b> \$4,850,000	<b>Expended</b> \$3,899,210	<b>Remaining</b> \$950,790

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

<p><b>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</b></p> <p><b>Scope:</b> This is a planning study by Caltrain in conjunction with the cities of South San Francisco (SSF) 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><b>Phase:</b> Planning. (Scheduled for completion approximately, April 2021)</p> <p><b>Status:</b> Project team sent out mailers, updated the website and set-up virtual community meeting. Prepared, reviewed and finalized presentation for the 3rd Community Meeting. Held the 3rd community meeting on June 22, 2020. Conducted monthly Project Development Meetings (PDT).</p>	<p><b>SMCTA Budget</b> \$650,000</p> <p><b>Expended</b> \$369,645</p> <p><b>Remaining</b> \$280,355</p>
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<p><b>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</b></p> <p><b>Scope:</b> The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p><b>Phase:</b> Planning. (Scheduled for completion approximately, July 2021)</p> <p><b>Status:</b> Revised the Alternatives Matrix, specifically Alternatives 2 and 3, per feedback received at the January Workshop. Developed additional details for the stage construction of Alternative 1C. Submitted final Data Collection Memo and draft Evaluation Criteria Memo. Drafted and revised a virtual community engagement outreach strategy meeting and began development of the outreach mailer. Project team continued ongoing project coordination. Conducted Project Development Meetings (PDT).</p>	<p><b>SMCTA Budget</b> \$750,000</p> <p><b>Expended</b> \$271,395</p> <p><b>Remaining</b> \$478,605</p>
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# **Ferry** **Program Project**

**TA - : San Mateo County Ferry Service**

<p><b>100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)</b></p> <p><b>Scope:</b> Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by October 2020.</p> <p><b>Phase:</b> Planning.</p> <p><b>Status:</b> The Water Emergency Transportation Authority (WETA) requested the project consultant team to re-examine assumptions behind ridership forecasts, which was completed. Phase II outreach was completed.</p>	<p><b>SMCTA Budget</b> \$450,000</p> <p><b>Expended</b> \$273,890</p> <p><b>Remaining</b> \$176,110</p>
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# **Pedestrian and Bicycle** **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
Atherton	Middlefield Road Class II Bike Lanes Project	Construction	Project completed and was accepted by City Council on May 20, 2020. Project close-out documentation began.	Mar-18	\$733,000	\$219,210	\$513,790
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Construction was completed, which included City/Caltrans punch list items and contractor closed permit from Caltrans.	Mar 2016	\$882,036	\$820,983	\$61,053
Daly City	Mission Street Streetscape Project	Final design and construction	Final design was nearing completion. The city executed a funding agreement with C/CAG for Transportation Development Act Article 3 (TDA3) funds for additional pedestrian safety elements.	Mar 2018	\$810,000	\$57,673	\$752,327
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	City Council approved project final design on April 7, 2020 and was advertised for bids on June 19, 2020.	Mar 2018	\$300,000	\$0	\$300,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project consultant was preparing plans and construction estimate for 90% completion.	Mar 2018	\$315,000	\$99,399	\$215,601
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project plans, specifications and estimate were revised. City staff was preparing submittal of permit application to Caltrans and coordinate design with PG&E.	Apr 2014	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project staff finished 100% design of sidewalk and bike route submittal. Consultant completed 90% of Rapid Rectangular Flashing Beacons (RRFB) design submittal. City staff prepared, distributed and executed items for public outreach.	Mar 2018	\$805,600	\$32,450	\$773,150
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed. Due to shelter-in-place order issued by San Mateo County, the city and contractor were discussing the status of the project.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction bidding completed and was awarded to Ray's Electric. City staff was preparing documentation for construction contract.	Mar 2018	\$375,000	\$52,850	\$322,150
Redwood City	Kennedy Safe Routes to School Project	Construction	City staff continued project close-out documentation.	Mar 2016	\$500,000	\$256,347	\$243,654
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	City staff was preparing for project acceptance by City Council. Project close-out documentation continued.	Apr 2014	\$300,000	\$300,000	\$0
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Construction continued, including intersection improvements at San Carlos Avenue and Alameda de las Pulgas and San Carlos Avenue and Phelps Drive.	Mar 2018	\$1,000,000	\$650,062	\$349,938
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff moved forward with value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed.	Mar 2016	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Project consultant submitted 100% design plans to the city for review. City staff reviewed design plans and provided comments back, which were being incorporated into final design by consultant.	Mar 2018	\$380,000	\$42,500	\$337,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Project team reviewed project submittals, which included construction schedules, construction materials and traffic control plans. New water services for irrigation systems continued.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Construction work was completed. City staff was preparing for final project acceptance by City Council.	Mar 2016	\$504,000	\$467,886	\$36,114



## Definition of Terms

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

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

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

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

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

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

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

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

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





## Abbreviations

**CAP** – Citizen Advisory Panel

**CAC** – Citizen Advisory Committee

**CEQA** – California Environmental Quality Act

**EIR/EIS** – Environmental Impact Report / Environmental Impact Study

**ERM** – Environmental Resource Management

**EMU** – Electric Multiple Unit trainset

**MTC** – Metropolitan Transportation Commission

**NEPA** – National Environmental Policy Act

**PAC** – Policy Advisory Committee

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

**PDT** – Policy Development Team / Project Development Team

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

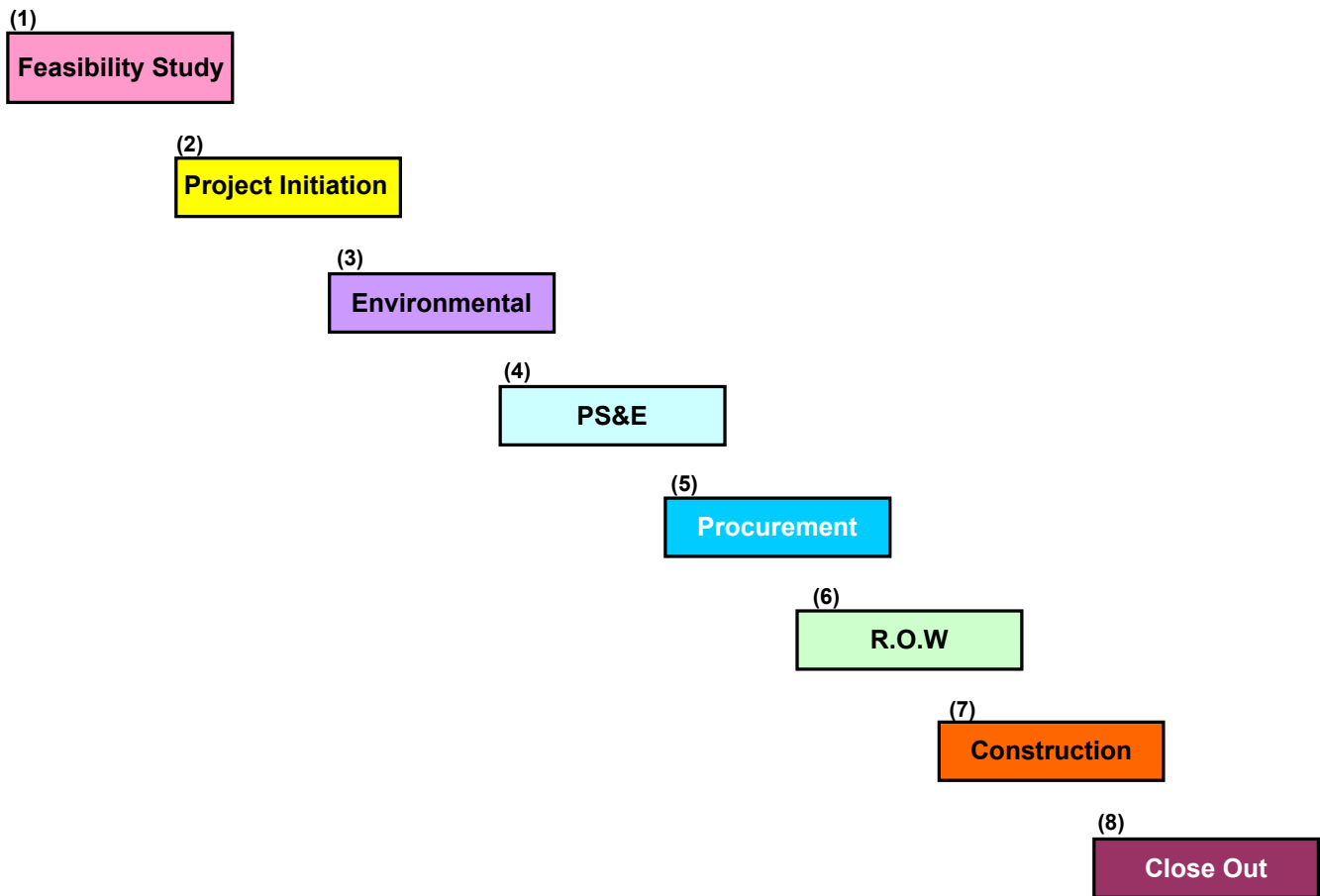
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

**RTIP** – Regional Transportation Improvement Program

**UPRR** – Union Pacific Railroad

# Project Phases



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



## Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	<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>
<b>2. BUDGET</b>	<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>
<b>3. SCHEDULE</b>	<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>
<b>4. FUNDING</b>	<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>