

Capital Projects

Quarterly Status Report

First Quarter FY2021: July 01 - September 30, 2020

Report prepared for the December 03, 2020 TA Board Meeting

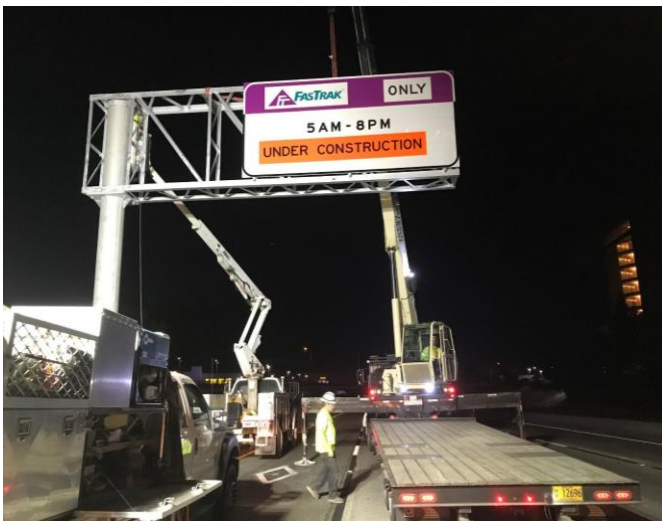




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Level 2 Projects

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	O4 FY20	O1 FY21	O4 FY20	O1 FY21	O4 FY20	O1 FY21	O3 FY20	O4 FY20	
Highways									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	4
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	6
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	8
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	10
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	12
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)	G	G	G	G	G	G	G	G	14
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	16
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	R	R	G	G	18
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	20
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	22
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	G	G	24
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	26
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	28
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	30
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	32

Level 1 Projects

Caltrain - Grade Separation & Oversight

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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 was the implementation agency for the construction phase, and was responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way 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) Continued to prepare 95% submittal.
- (4) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
- (5) Continued coordination with City on Section 83 Quitclaim deed package for right-of-way transfers.

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 US 101 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. City confirmed that it does not intend to perform landscape maintenance in State right-of-way, direction for design changed and added time to the schedule. Schedule will be updated once concurrences from Caltrans and City are received.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,223,175	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,863,891	97%	\$93,738,000	100%

Issues:

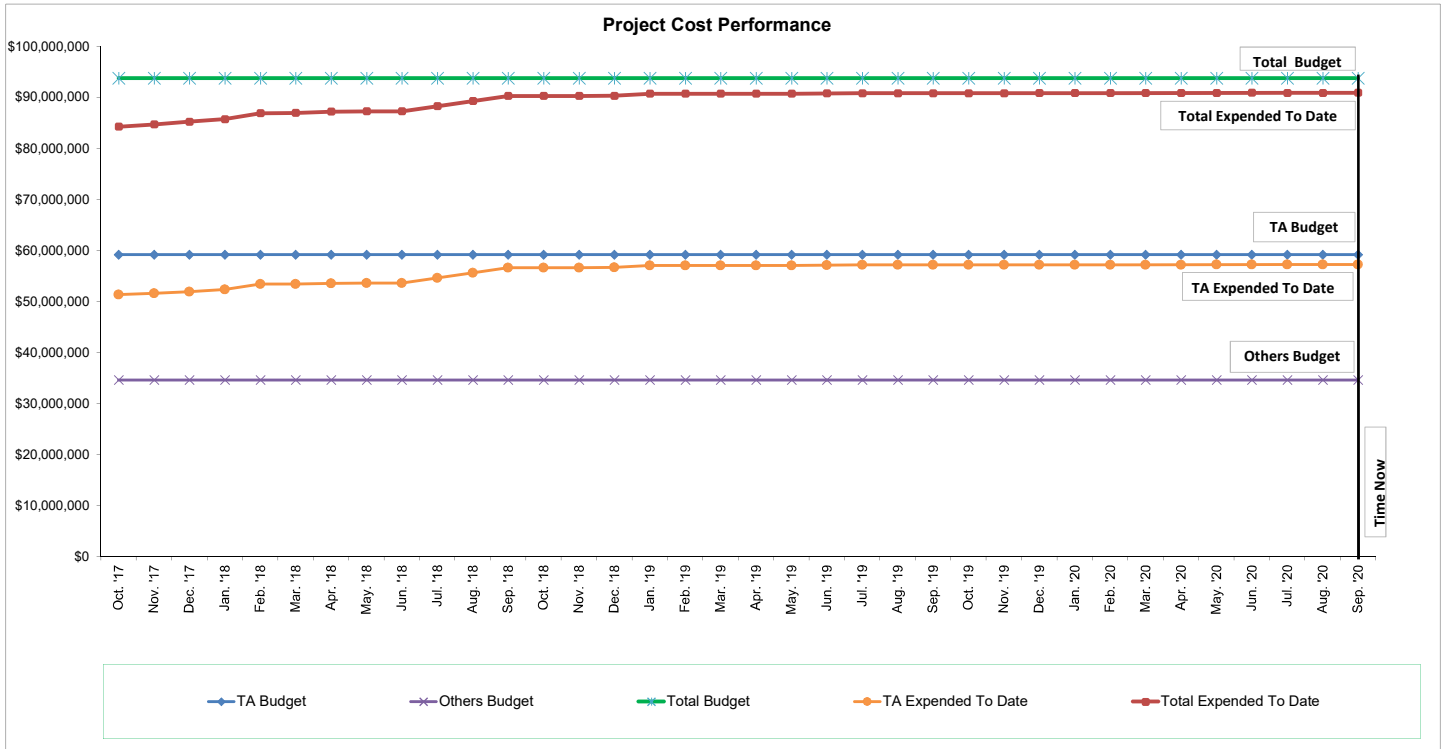
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,223,175	\$1,963,825	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,863,891	\$2,874,109	\$93,738,000	\$0

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



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

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with 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 San Mateo Express Lanes Project. Caltrans continued to review claims received and discuss with contractors, TA and City.

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 continued to review claims with contractors.
- (3) Continued coordination with the San Mateo Express Lanes Project.
- (4) City continued to discuss design, construction, and maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.
- (5) City prepared supporting documents for Urban Greening Grant.

Future Activities:

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and EPA.
- (2) Caltrans to settle claims with contractors.
- (3) City to prepare for and attend Urban Greening Grant field review with TA, Caltrans and EPA.
- (4) Work with Caltrans to submit the second \$4M STIP funds reimbursement request to CTC.

Issues:

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

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$49,555,033	88%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$8,957,382	86%	\$10,400,000	16%
Total	\$66,800,000	100%	\$58,512,415	88%	\$66,800,000	100%

Issues:

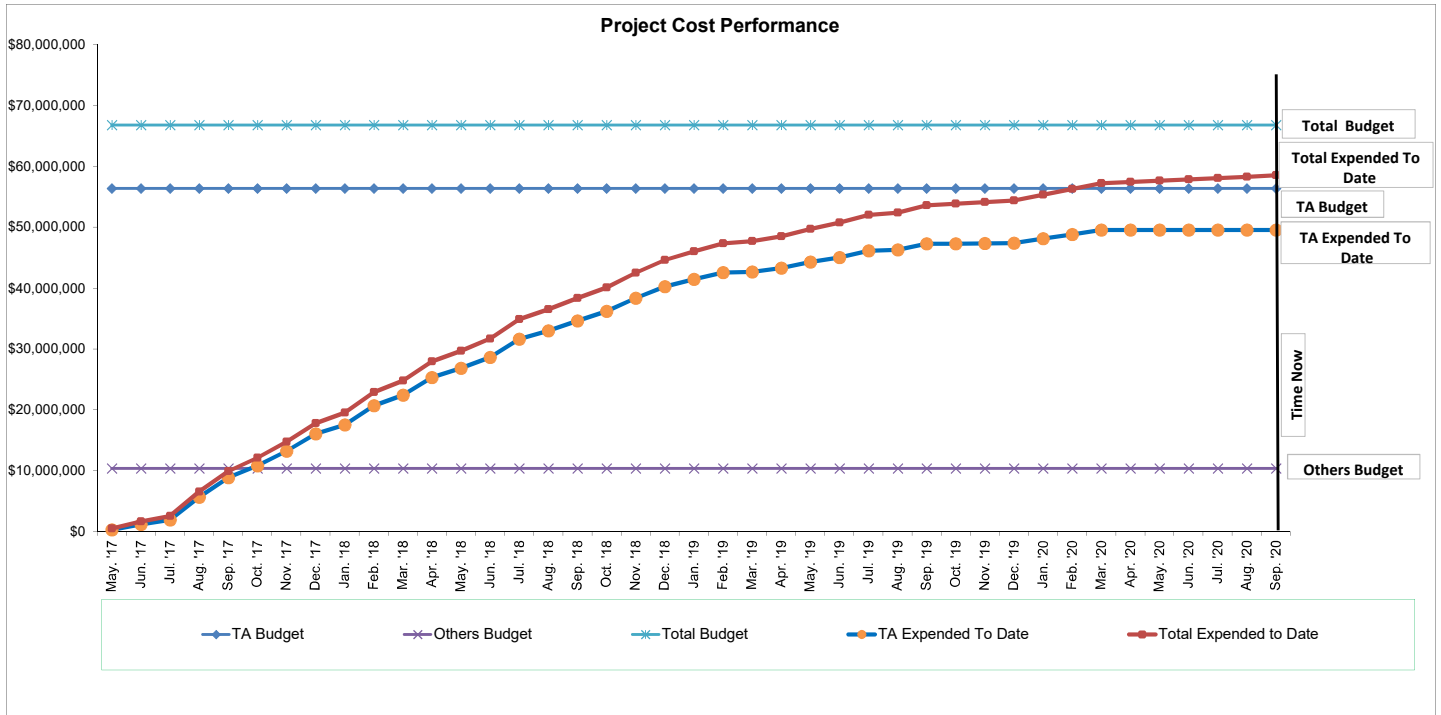
TA advanced \$10.4 M Measure A funds for construction support to be reimbursed by Caltrans. TA has submitted the second STIP funds reimbursement request (\$4M) to CTC. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table. Caltrans continued to review claims received and discuss with contractors. Additional funding may be needed to closeout the construction. Caltrans, City, and TA continued to work together 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	\$49,555,033	\$6,844,967	\$56,400,000	\$0
State	\$10,400,000	\$8,957,382	\$1,442,618	\$10,400,000	\$0
Total Project	\$66,800,000	\$58,512,415	\$8,287,585	\$66,800,000	\$0

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



* Cost incurred from the beginning of current construction phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and 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&E	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) City continued to review and document Caltrans design comments.
- (2) City continued to work on utility identification and verification.
- (3) City updated utility plans.
- (4) City continued to address and document comments received from UPRR and California Public Utilities Commission (CPUC).
- (5) City conducted review meeting with UPRR and CPUC.
- (6) City began coordination with TA on shelving plan that includes scope, schedule, and budget to complete.

Future Activities:

- (1) City to complete documenting comments and responses for UPRR and CPUC.
- (2) City to begin draft appraisal maps, plats/ descriptions, and appraisals.
- (3) City to submit finalized shelving plan.
- (4) City to submit formal Funding Agreement extension request 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 continued to develop a scope, schedule and budget to complete the remaining tasks. The schedule will be updated once the City complete the analysis and the extension to Funding Agreement is executed.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$6,497,962	80%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,112,459	53%	\$2,110,000	21%
Total	\$10,250,000	100%	\$7,610,421	74%	\$10,250,000	100%

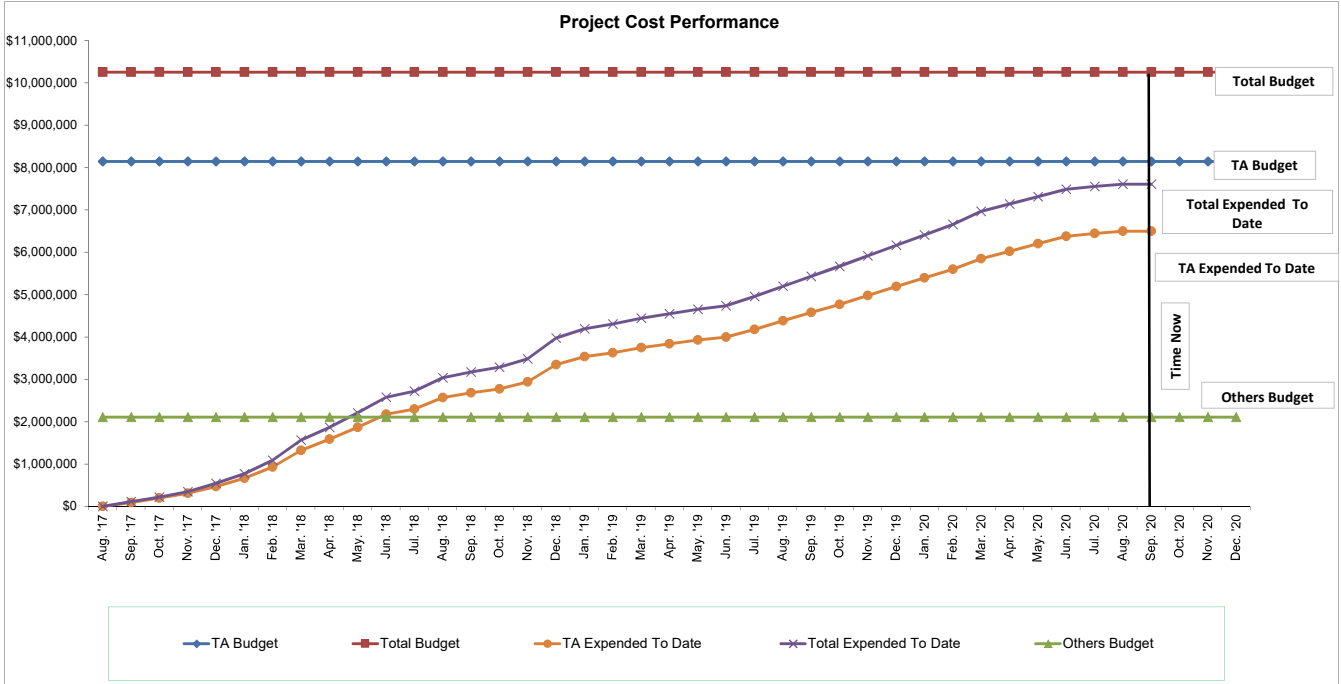
Issues: The City is working to develop a full funding plan for the right-of-way capital and construction phases. Funding is for PS&E and right-of-way support phases.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,497,962	\$1,642,038	\$8,140,000	\$0
City	\$2,110,000	\$1,112,459	\$997,541	\$2,110,000	\$0
Total Project	\$10,250,000	\$7,610,421	\$2,639,579	\$10,250,000	\$0

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



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

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



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

Project Status Summary:

The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. The 2019 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
SMCTA	\$10,054,000	56%	\$7,724,314	99.9%	\$7,735,075	50%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,421,512	99.9%	\$15,432,273	100%

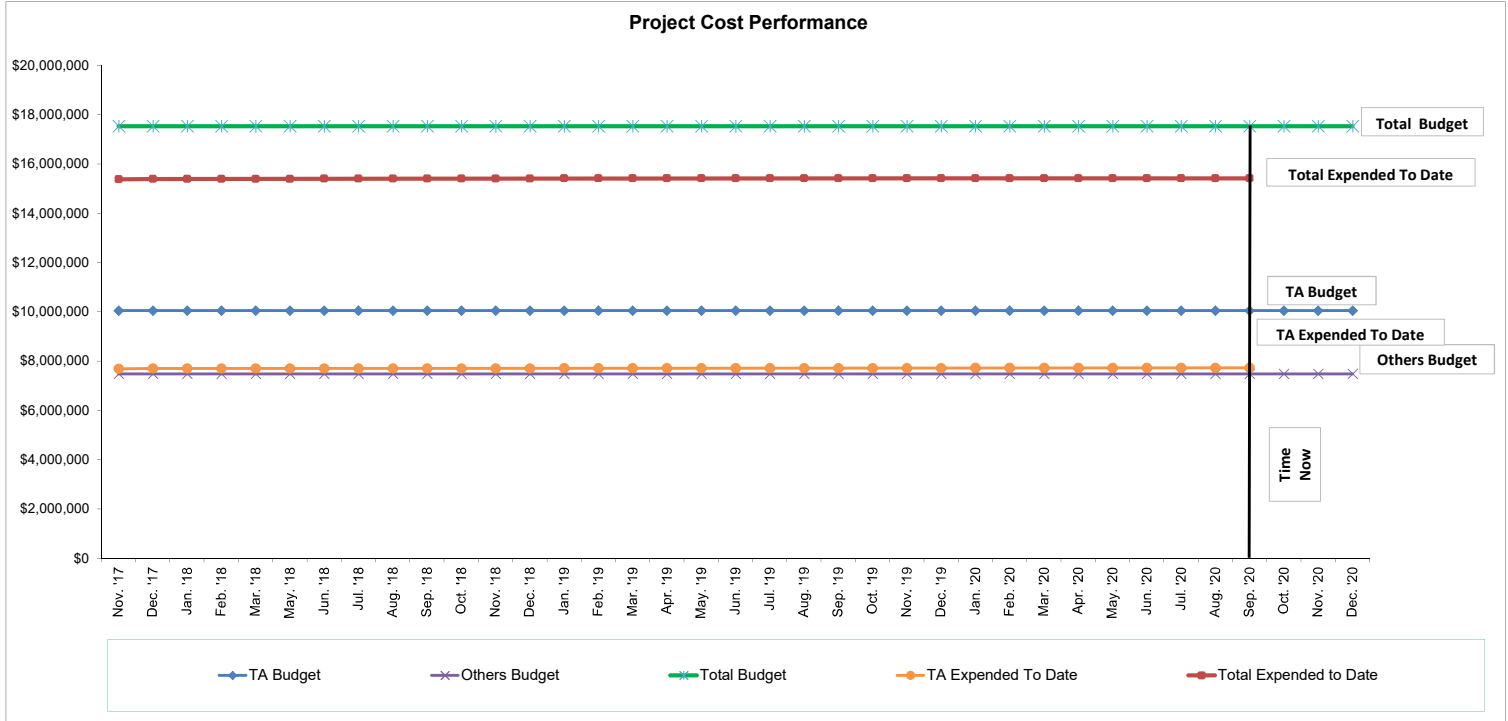
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,724,314	\$10,761	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,421,512	\$10,761	\$15,432,273	\$2,412,108

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



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:

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



Project Status Summary:

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

Issues:

None

Schedule:



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

Progress

- (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) Substantial Completion of two of the three sound walls
- (5) Executed Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (6) Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities.

This Quarter:

Future Activities:

- (1) Closeout civil construction for the southern segment.
- (2) Continue reconstruction of sound walls
- (3) Finalize Operations and Maintenance Agreements.
- (4) Continue outside widening to accommodate new lanes
- (5) Begin Toll System installation.

Issues:

Encountered delays with the procurement of blocks for the sound walls due to Covid 19 supply chain interruption.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$27,464,300	90%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$0	0%	\$95,000,000	16%
Loan/Future Toll	\$86,470,000	15%	\$64,276,436	74%	\$86,470,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$151,236,011	49%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$4,733,974	9%	\$53,000,000	9%
Total	\$581,140,000	100%	\$257,210,721	44%	\$581,140,000	100%

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

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

Issues:

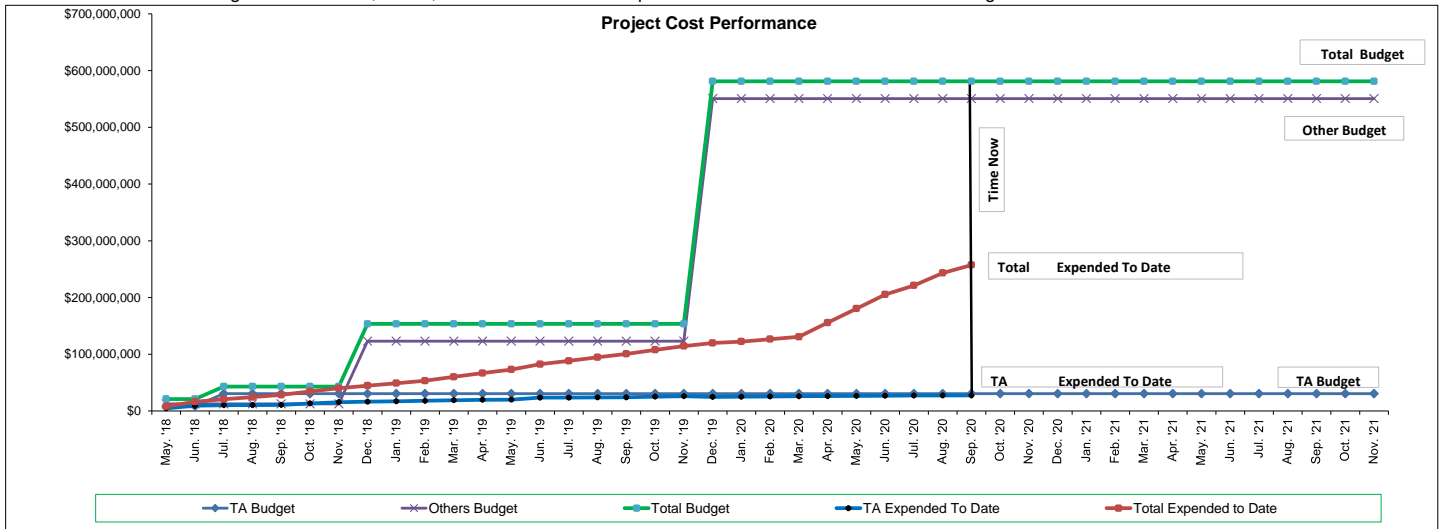
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated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

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$27,464,300	\$3,035,700	\$30,500,000	\$0
Others	\$550,640,000	\$229,746,421	\$320,893,579	\$550,640,000	\$0
Total Project	\$581,140,000	\$257,210,721	\$323,929,279	\$581,140,000	\$0

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



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

Issues:

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

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

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:



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

Project Status

Summary:

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

Issues:

None

Schedule:



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

Progress

- (1) Continued coordination with County and Caltrans for the Planning Commission Meeting.
- (2) County continued to pursue funding sources for construction phase.

This Quarter:

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 and shall begin when the project resume.

Funding:



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

Issues:

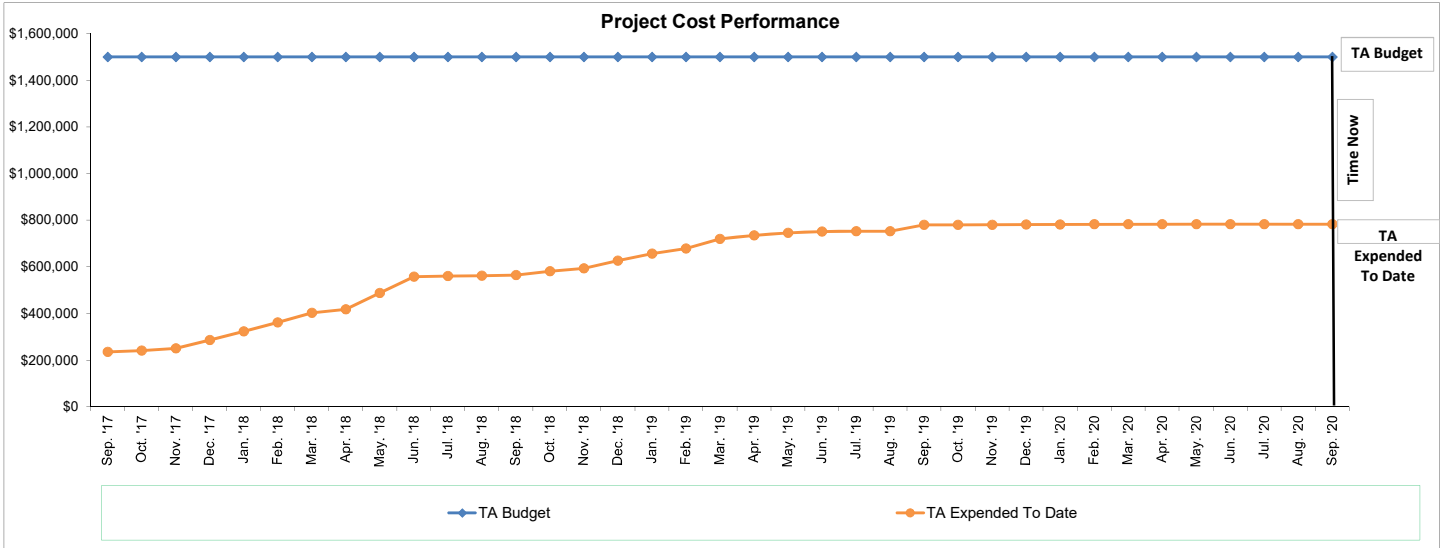
None

Budget:



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

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



* Cost incurred from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope: This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks 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 addressed Caltrans' comments. (2) City submitted revised 95% submittal.

Future Activities: (1) City to address Caltrans' comments on the revised 95% submittal. (2) City to submit 100% submittal. (3) City to apply for additional funding sources.

Issues: *City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval of PS&E package. The City is conducting value engineering studies 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
SMCTA	\$3,000,000	80%	\$2,858,776	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%	\$3,568,892	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.

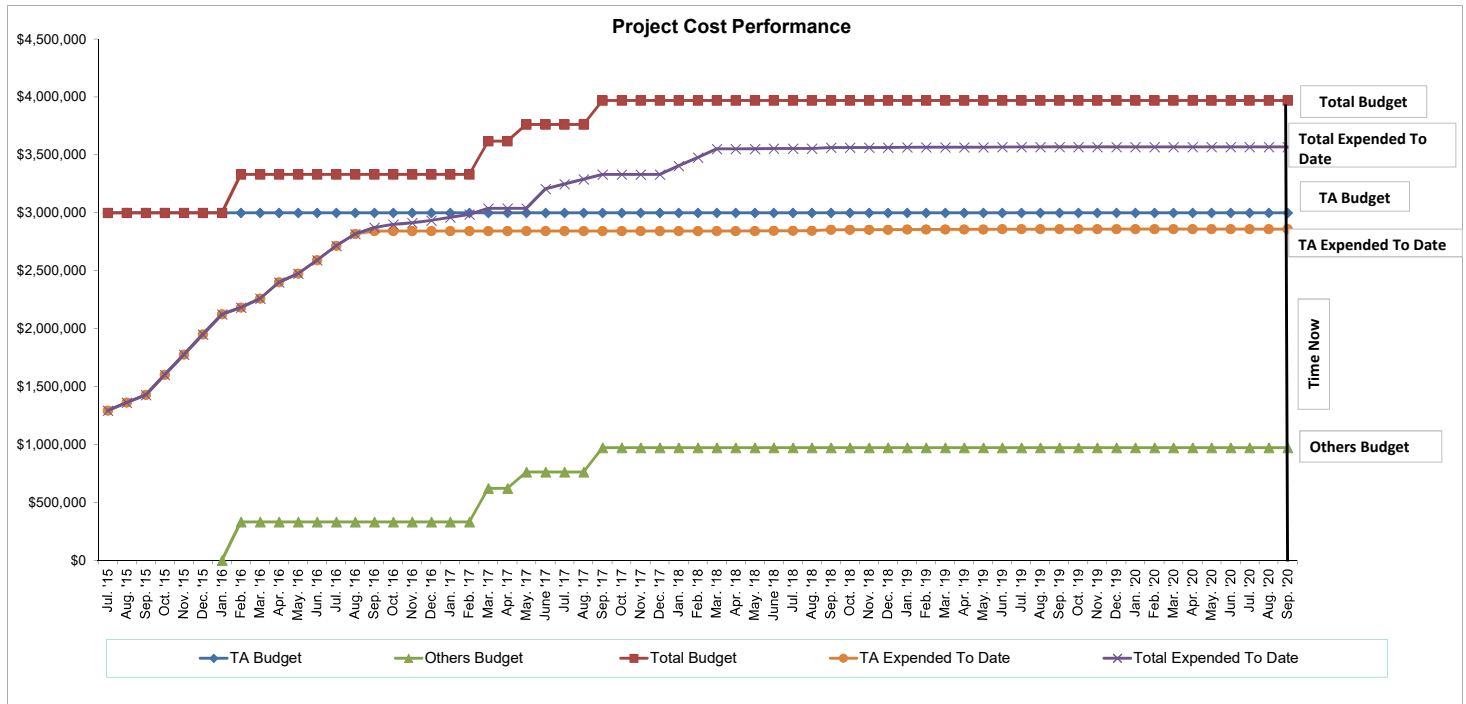
Budget:



(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
Total Project	\$3,763,063	\$3,568,892	\$194,171	\$3,763,063	\$0

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. At the requests of the Cities of Burlingame and San Mateo, additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of City of San Mateo (City) 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. The environmental and technical studies will begin after City host several community meetings to provide updates to the community.

Issues: None

Schedule:



(3a)

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) Completed work directive negotiations and issued Limited Notice to Proceed to consultant.
- (2) Began coordination to resume Project Development Team meetings with Caltrans and City.
- (3) City and TA began to quantify the additional funding needed to complete this phase.

Future Activities:

- (1) Schedule follow up community meetings to present traffic study results.
- (2) Develop updated project baseline schedule.

Issues: *Schedule will be updated once the project baseline schedule is finalized and approved by the City.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,805,920	52%	\$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%	\$1,805,920	52%	\$3,500,000	100%

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.

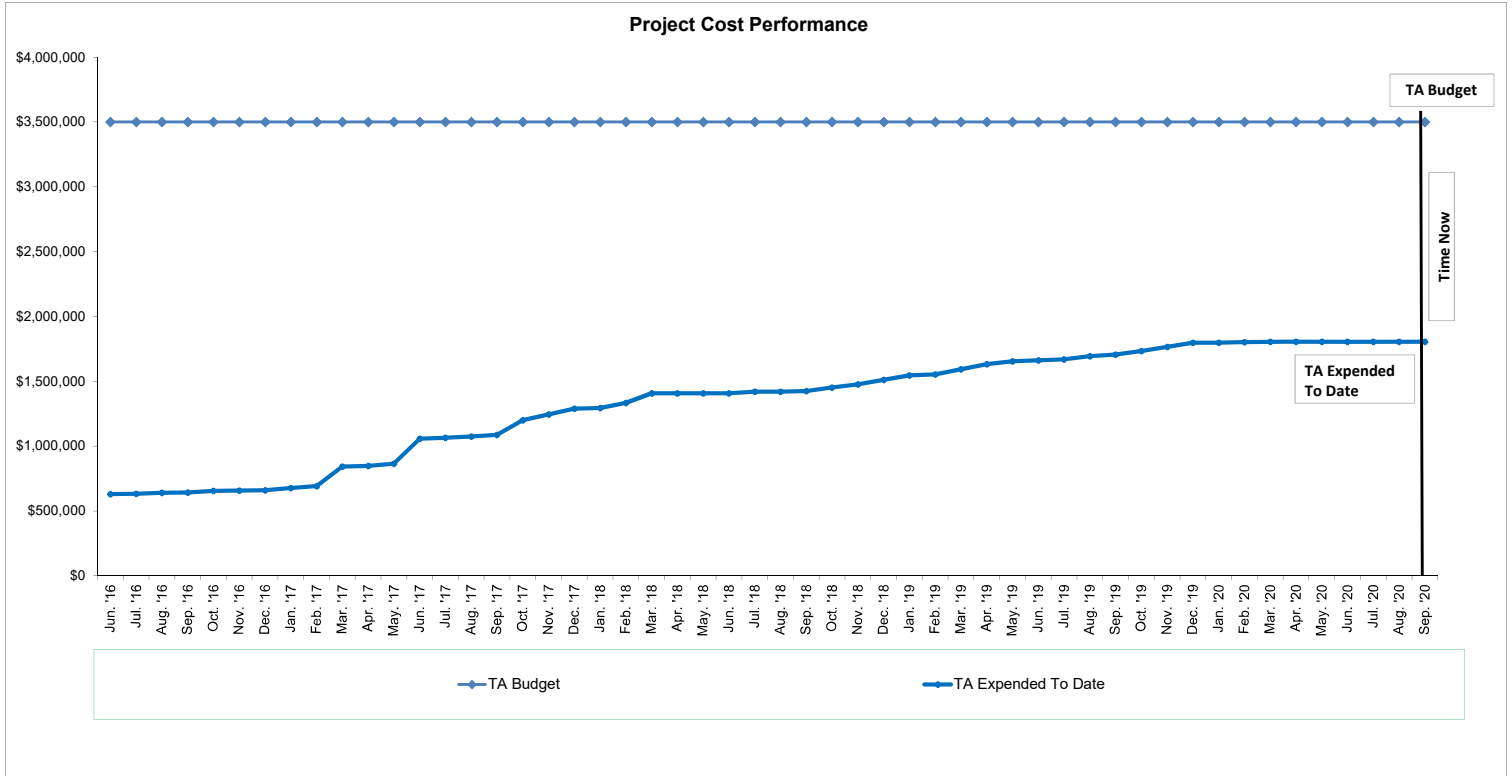
Budget:



(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
Total Project	\$3,500,000	\$1,805,920	\$1,694,080	\$3,500,000	\$0

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



* 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) Updated the Overcrossing Only alternative.
- (2) Conducted Caltrans' PDT meetings
- (3) Updated Alternative 6 based on stakeholders input including business owners.

Future

Activities:

- (1) Continue to update the CPM Design Schedule.
- (2) Update Project Geometry and nonstandard features
- (3) Submit Geometric Drawings,
- (4) Submit Draft Environmental Study Reports

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,893,672	53%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$91,662	31%	\$300,000	8%
Total	\$3,850,000	100%	\$1,985,334	52%	\$3,850,000	100%

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

Issues:

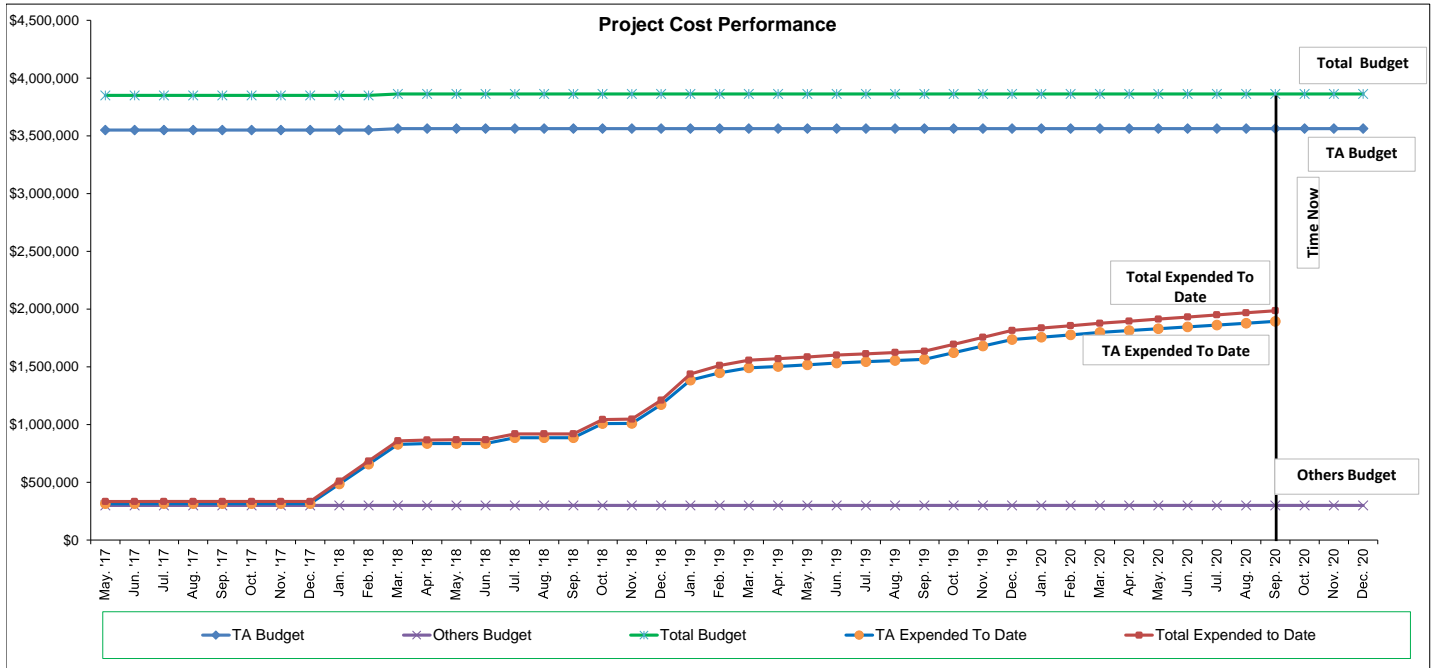
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,893,672	\$1,656,328	\$3,550,000	\$0
Others	\$300,000	\$91,662	\$208,338	\$300,000	\$0
Total Project	\$3,850,000	\$1,985,334	\$1,864,666	\$3,850,000	\$0

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



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

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Mateo

Scope: This project converted the existing 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) City developed and initiated public outreach plan, releasing public outreach survey to obtain public input on landscaping concepts and plant palate. (2) City received draft Coop agreement between the City and Caltrans for landscaping portion of the project and prepared report for San Mateo City Council approval.

Future Activities: (1) Execute 82-92 Landscaping Co-Op Agreement. (2) Analyze results from public outreach survey and refine conceptual design. (3) City to present conceptual design to Sustainability and Infrastructure Commission and City Council and review any further input to final design. (4) Revalidate environmental clearance for landscape work.

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%

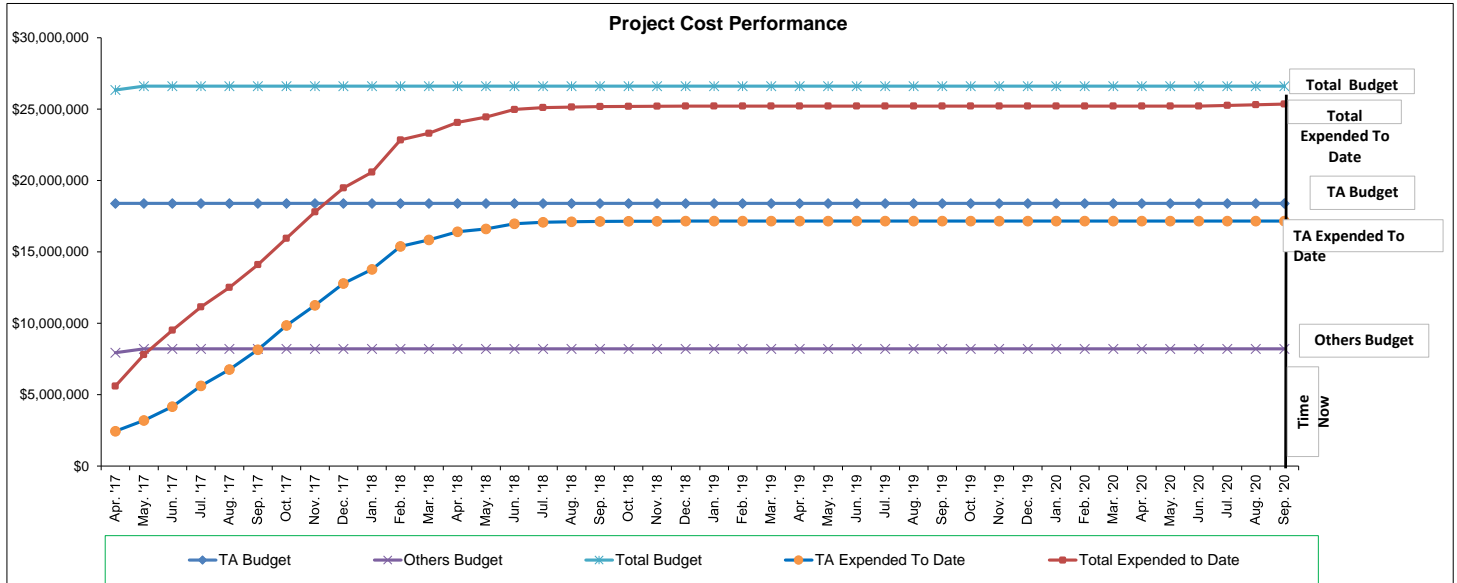
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

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
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. 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: The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction completion is expected by the end of 2021.

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	12/31/21

Progress This Quarter:

- (1) SMCTA Board allocated additional funding of \$440,000, bringing the total funding to \$3,640,000.
- (2) City Council Awarded the construction contract to Ridgewig Construction in July meeting.
- (3) City provided NTP to the contractor on September 23, 2020.
- (4) The Contractor has installed the project signs and has started implementing the Stormwater Pollution Prevention Plan (SWPPP)

Future Activities:

- (1) Prepare submittals for Caltrans' approval
- (2) Clear and grub the construction area and complete the SWPPP.
- (3) Install K-Rails and prepare work-zones.
- (4) Install underground utilities.
- (5) The City and the TA are planning to host a Groundbreaking Ceremony in October 2020

Issues: None.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$300,000	8%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$992,500	91%	\$1,095,000	22%
Total	\$5,035,000	100%	\$1,292,500	26%	\$5,035,000	100%

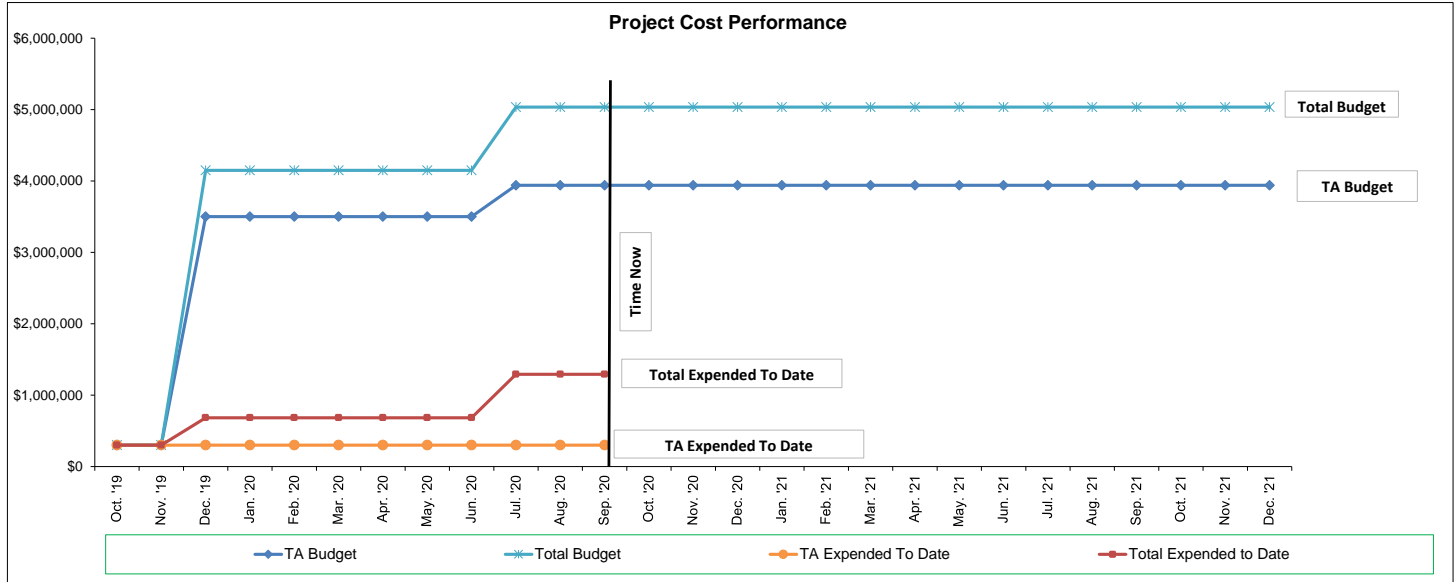
Note: Funding is \$300,000 for design and \$3,640,000 for construction

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$300,000	\$3,640,000	\$3,940,000	\$0
Others	\$1,095,000	\$992,500	\$102,500	\$1,095,000	\$0
Total Project	\$5,035,000	\$1,292,500	\$3,742,500	\$5,035,000	\$0



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:

Submitted one-hundred percent design Plans, Specifications & Estimates to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

Issues:

Project has been delayed due to Covid-19 lock-down. Preliminary construction estimates indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications.

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 100% Plans, Specifications and Estimates (PS&E).
- (2) Completed ADL investigations, design of retaining walls, and Right-of-Way plans.
- (3) Completed preliminary construction cost estimates
- (4) Applied for grants.

Future Activities:

- (1) Coordinate with Caltrans and resolve comments on the 100% PS&E.
- (2) Coordinate with PG&E and facilitate utility relocation plans.
- (2) Complete preliminary construction cost estimate.

Issues:

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

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$279,186	93%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$518,488	93%	\$556,185	65%
Total	\$856,185	100%	\$797,674	93%	\$856,185	100%

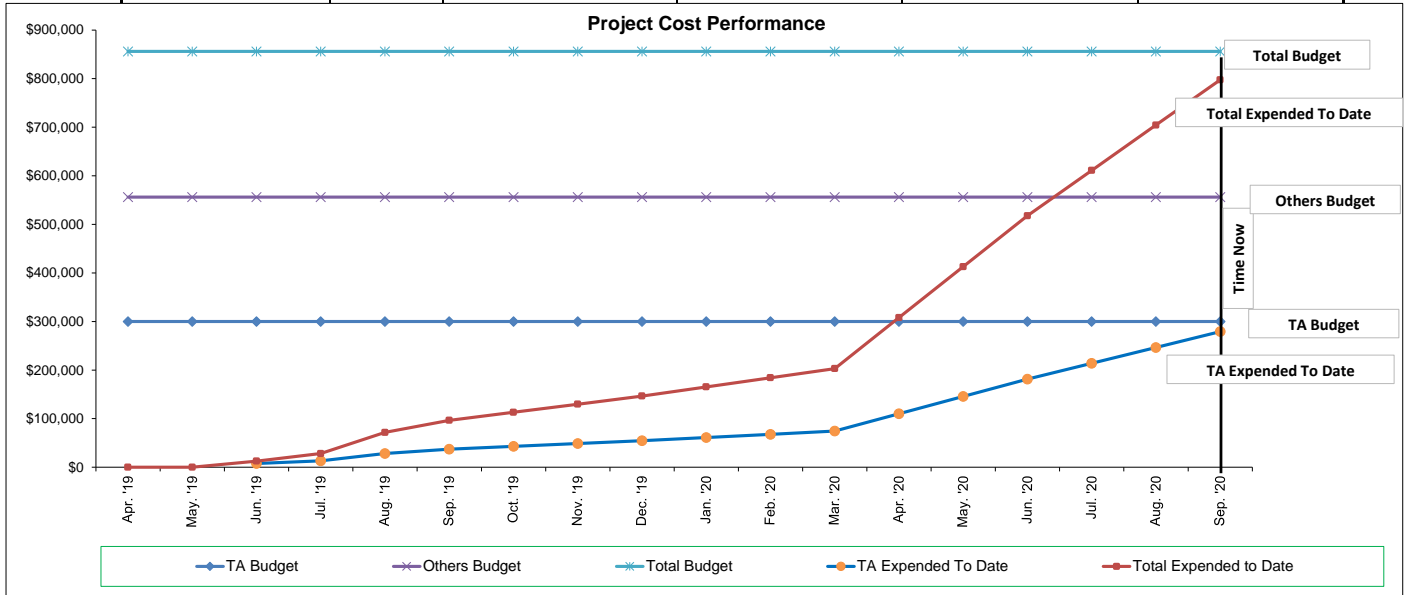
Issues:

Approximately \$4.5 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	\$279,186	\$20,814	\$300,000	\$0
Others	\$556,185	\$518,488	\$37,697	\$556,185	\$0
Total Project	\$856,185	\$797,674	\$58,511	\$856,185	\$0



Issues: None

100302 - U.S. 101 MANAGED LANES NORTH PROJECT

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

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

Scope:



This project will provide Managed Lanes on US 101 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. Caltrans and the TA discussed the possibility of developing an integrated team for the next phase, Project Approval-Environmental Document (PA/ED). TA and Caltrans jointly agreed that it is best to award the entire work to the consultants. TA is negotiating with the consultant to finalize the scope, budget and schedule of the project. A revised 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	11/15/20	12/31/22

- Progress This Quarter:**
- (1) Revised the draft Cooperative Agreement to reflect Caltrans will provide oversight and TA will manage the project.
 - (2) Developed draft cost, budget and schedule for the project considering tasks will be performed by the consultants.
 - (3) Initiated Negotiations with the consultants on scope, budget and schedule.

- Future Activities:**
- (1) Execute the cooperative agreements with Caltrans and C/CAG for PAED phase.
 - (2) Finalize scope, budget and schedule.
 - (3) Provide a work directive to the consultants
 - (4) Begin the environmental Document phase
 - (5) Submit initial deliverables to Caltrans for review and approval

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$768,994	100%	\$768,994	58%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$560,705	100%	\$560,705	42%
Total	\$1,750,000	100%	\$1,329,699	100%	\$1,329,699	100%

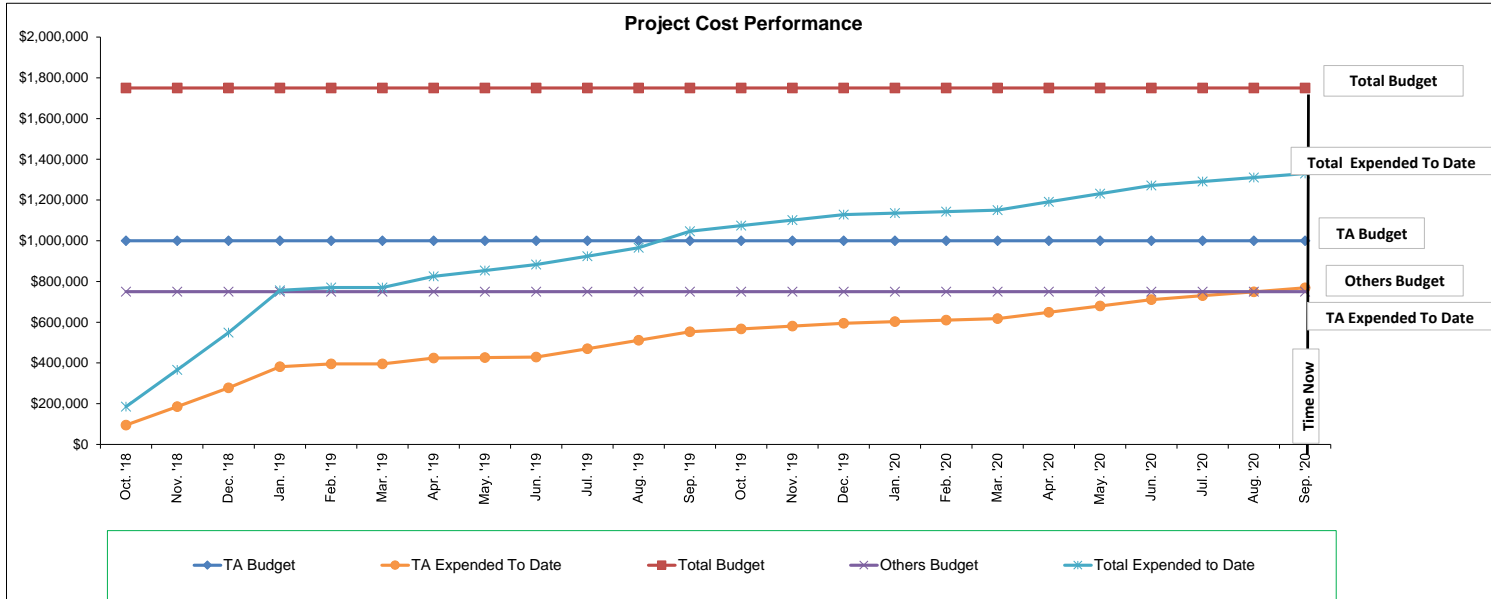
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$768,994	\$0	\$768,994	\$231,006
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$1,750,000	\$1,329,699	\$0	\$1,329,699	\$420,301

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) CT began conducting reoccurring Project Development Team (PDT) meetings.
- (2) CT began technical studies.
- (3) CT to work with Headquarters to determine whether Vehicle Miles Traveled (VMT) analysis will be required of this project.

Future Activities: (1) CT continue technical studies.

Issues: None

Funding: 

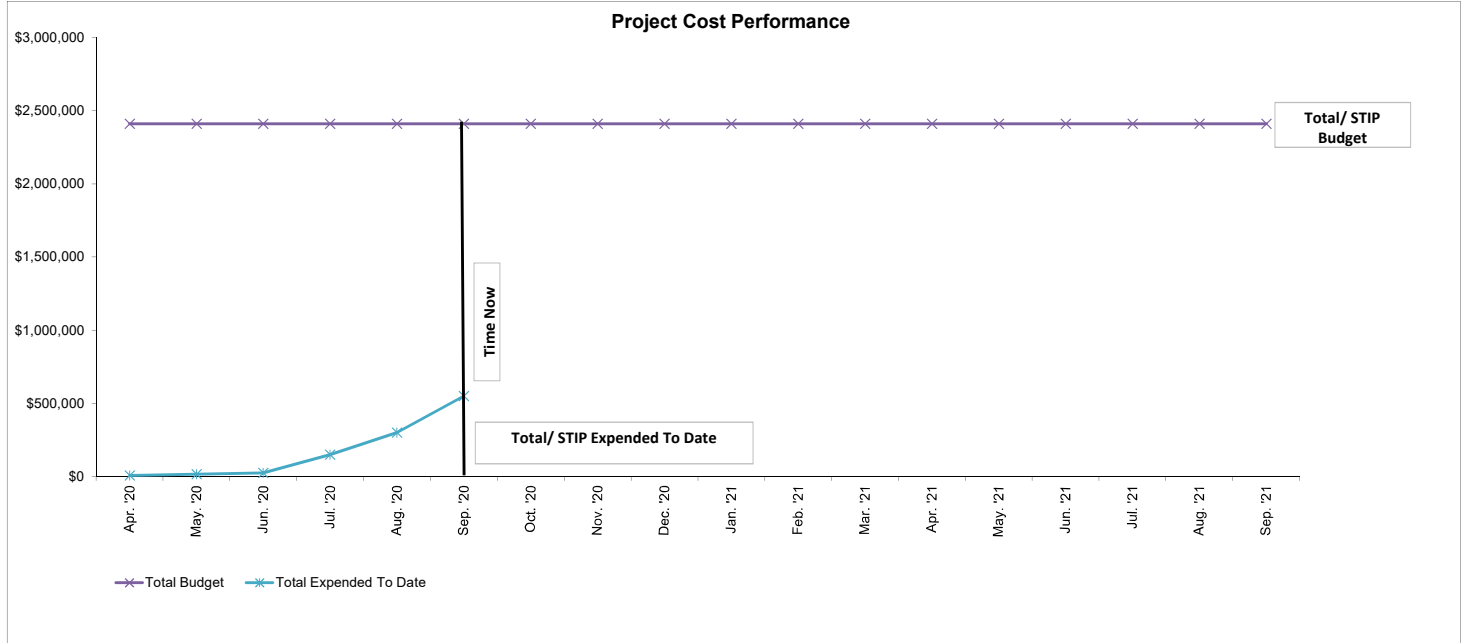
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$550,758	23%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$2,411,000	100%	\$550,758	23%	\$2,411,000	100%

Issues: None

Budget:




Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$550,758	\$1,860,242	\$2,411,000	\$0
Total Project	\$2,411,000	\$550,758	\$1,860,242	\$2,411,000	\$0



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 (9/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	10/30/20	10/01/18	11/16/20

Progress This Quarter: (1) Addressed Caltrans comments and submitted the PSR-PDS document to Caltrans for signature.
 (2) Revised drawings to include CHP enforcement area per Caltrans' comments
 (3) Updated project cost estimates
 (4) Obtained approval from the Board of Directors in September to transfer the remaining money from the PID phase to the Environmental Phase

Future Activities: (1) Closeout the PID Phase
 (2) Provide Work Directive to the Joint Venture consultant for critical path items and jump-start the PA/ED phase.

Issues: Full funding for the Environmental phase will not be available until after the Short Range Highway Plan is finalized and the next Highway Program call for projects.

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$988,025	46%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$8,202	37%	\$22,309	1%
Total	\$2,230,000	100%	\$996,227	46%	\$2,163,000	100%

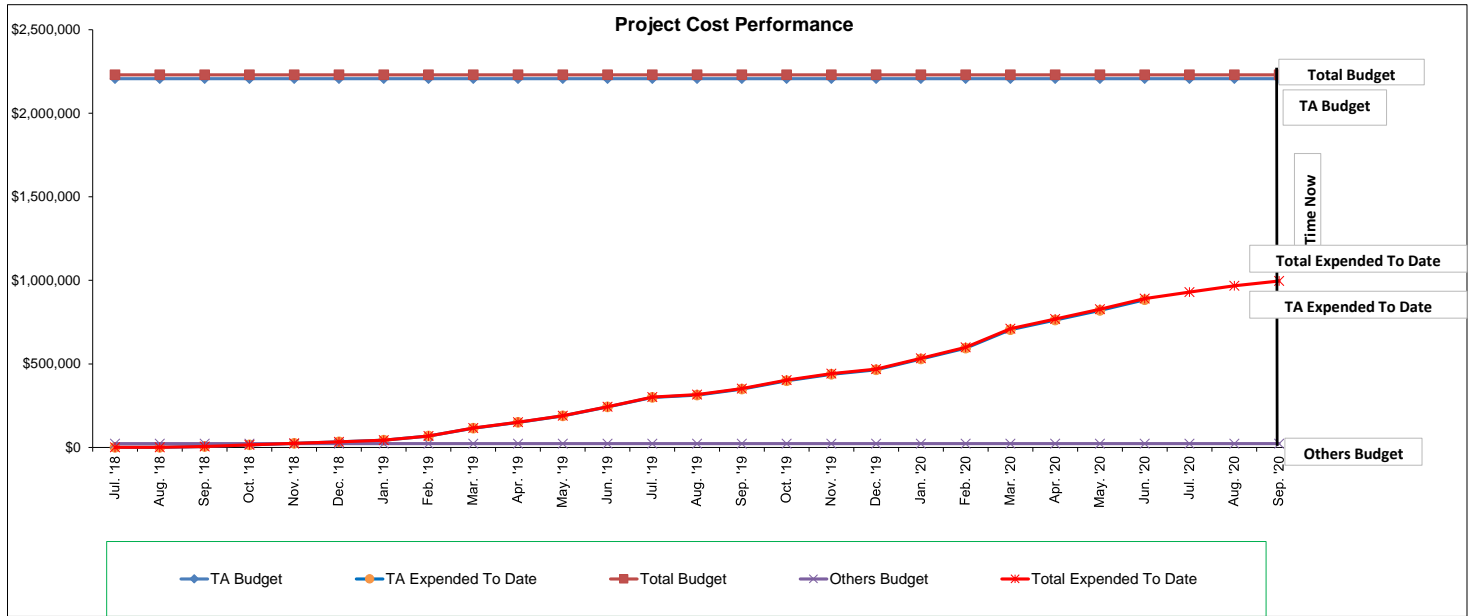
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$988,025	\$1,152,666	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
Total Project	\$2,230,000	\$996,227	\$1,166,773	\$2,163,000	\$67,000

Note: Budget is for PID phase only.



Issues: None

TA – Caltrain Project

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

	SMCTA Budget \$74,000,000	Expended \$66,238,509	Remaining \$7,761,491
<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 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>Phase: Construction (Scheduled for completion approximately, May 2021)</p> <p>Status: Construction continued, which included completion of construction of ramps and stairs, Main Track 1 (MT-1) completed and operational, continued work on 31st Avenue soldier pile walls on west side of tracks, coordinated with Clean Water team for 30" sewer line work within JPB ROW, continued lowering of 28th Avenue east side roadway/structure excavation, continued working on removal of old tracks and ballast at MT-1 and Main Track 2 (MT-2), continued excavation for parking lot, project staff coordinated with the City for 25th Avenue stage construction work, ongoing work at Station House for amenities and platform fixtures, ongoing work at Borel Creek. Maintained coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders.</p>	SMCTA Budget \$4,850,000	Expended \$3,899,210	Remaining \$950,790
<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) (Scheduled for completion approximately, September 2020)</p> <p>GIUIG: Project Team continued coordination towards environmental clearance, which included preparation of response on Section 106 for State Historic Preservation Officer and Native Americans package for FTA and was sent to the FTA on July 24, 2020. Concurrently, the Project Team conducted interviews for the Request for Proposal (RFP) on July 15 and 16, 2020 and was negotiating RFP with highest consultant.</p>			

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

	SMCTA Budget	Expended	Remaining
<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 (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>Phase: Planning. (Scheduled for completion approximately, April 2021)</p> <p>Status: Project team prepared and presented to South San Francisco City Council and selected a preferred alternative to move forward with the PSR, presented to San Bruno City Council and selected a preferred rail alternative, but was directed to pursue more public outreach for the pedestrian over-crossing/under-crossing. Project team prepared additional San Bruno outreach material (new website, community survey) and conducted monthly Project Development Meetings.</p>	\$650,000	\$401,019	\$248,981
<p>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</p> <p>Scope: 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>Phase: Planning. (Scheduled for completion approximately, July 2021)</p> <p>Status: Project team continued project coordination, outreach meetings, refined outreach strategy, updated the newsletter mailer with survey, set-up the virtual open house, created PowerPoint for the virtual open house, refined geometry of the alternatives and updated the Alternatives Matrix, initiated traffic analysis, reviewed development plans provided by the City and maintained Project Development Meetings.</p>	\$750,000	\$343,183	\$406,817

Ferry **Program Project**

TA - : San Mateo County Ferry Service

<p>100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)</p> <p>Scope: 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 April 2021.</p> <p>Phase: Planning.</p> <p>Status: Drafts of the study have been completed, which include the financial feasibility study, executive summary, benefit-cost analysis and economic impact analysis memos. Due to current events relating to the pandemic, City Council acceptance of the report and direction on next steps have been delayed. In addition, on August 14, 2020, city staff sent the San Mateo County Transportation Authority (TA), a request letter to amend the original funding agreement to extend the scope of work deadline to April 5, 2021. A first amendment to the agreement was being drafted.</p>	<p>SMCTA Budget \$450,000</p> <p>Expended \$382,999</p> <p>Remaining \$67,001</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
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	The project was accepted by City Council and filed with the County. Project close-out continued.	Mar 2016	\$882,036	\$820,983	\$61,053
Daly City	Mission Street Streetscape Project	Final design and construction	Project team continued on 95% construction documents to include additional pedestrian safety elements. Coordination began on development at 6098 Mission Street to incorporate improvements at the intersection of Mission Street and Goethe Street.	Mar 2018	\$810,000	\$67,673	\$742,327
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	City awarded contract to Teichert & Son, Inc. on July 30, 2020. Construction began on September 21, 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	Projects' 90% plans and construction estimate were completed. Project consultant was finalizing environmental document.	Mar 2018	\$315,000	\$107,137	\$207,863
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project team updated final design with Caltrans comments. Caltrans issued the encroachment permit and coordination continued with PG&E for design.	Apr 2014	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team advertised sidewalk/bike route construction bid, continued outreach, responded to bid opening, prepared staff report, attended pre-construction meeting and reviewed submittals.	Mar 2018	\$805,600	\$42,190	\$763,410
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: The contractor completed installation of 12" storm drain and check valve, partially installed cathodic protection for piles, performed retaining walls east and west architectural treatment and backfill of retaining walls.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Project team had pre-construction meeting with contractor and coordinated construction logistics.	Mar 2018	\$375,000	\$52,850	\$322,150
Redwood City	Kennedy Safe Routes to School Project	Construction	City was preparing for acceptance of the project from City Council and final invoicing.	Mar 2016	\$500,000	\$256,347	\$243,654
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Traffic signals and meter installation were installed at the intersections of San Carlos Avenue/Alameda de las Pulgas and San Carlos Avenue/Phelps Road. The remaining paving, traffic striping and pavement markings at the intersections were completed. Project has been delayed to the beginning of FY 21 Q3, to coordinate with PG&E regarding electrical service connections and meter installation.	Mar 2018	\$1,000,000	\$650,062	\$349,938
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff continued 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 was put out to bid and City Council awarded the project to Golden Bay Construction on September 28, 2020.	Mar 2018	\$380,000	\$50,500	\$329,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction began in August 2020, which included curb ramps, bio retentions and traffic signal infrastructure. California Water Services scheduled water meter to be installed for irrigation systems.	Mar 2016	\$200,000	\$61,272	\$138,728



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.

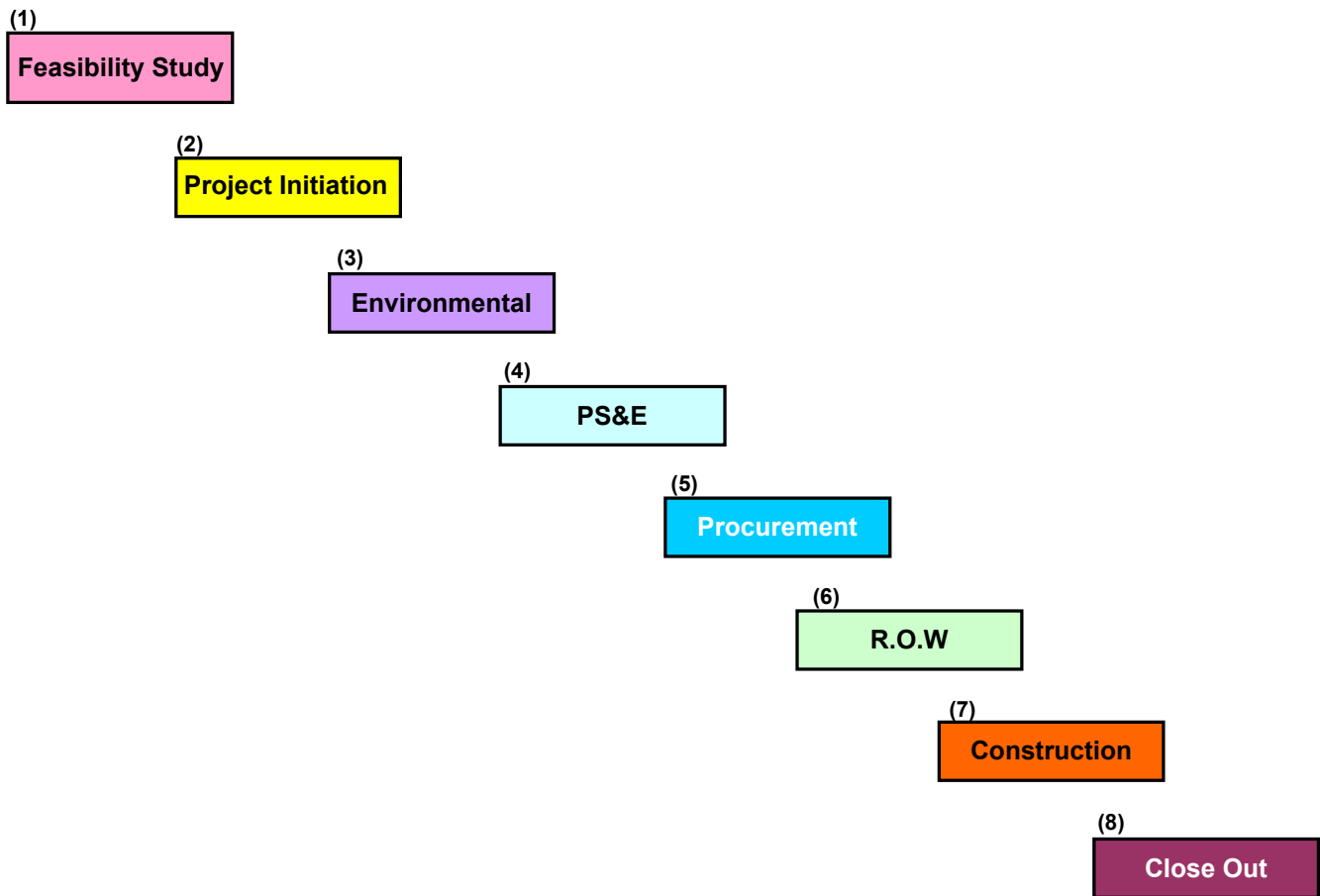
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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)
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>