

SM 101 EXPRESS LANES PROJECT

Quarterly Project Update



SMCTA Board Meeting February 3, 2022

SM 101 EXPRESS LANES PROJECT

AGENDA



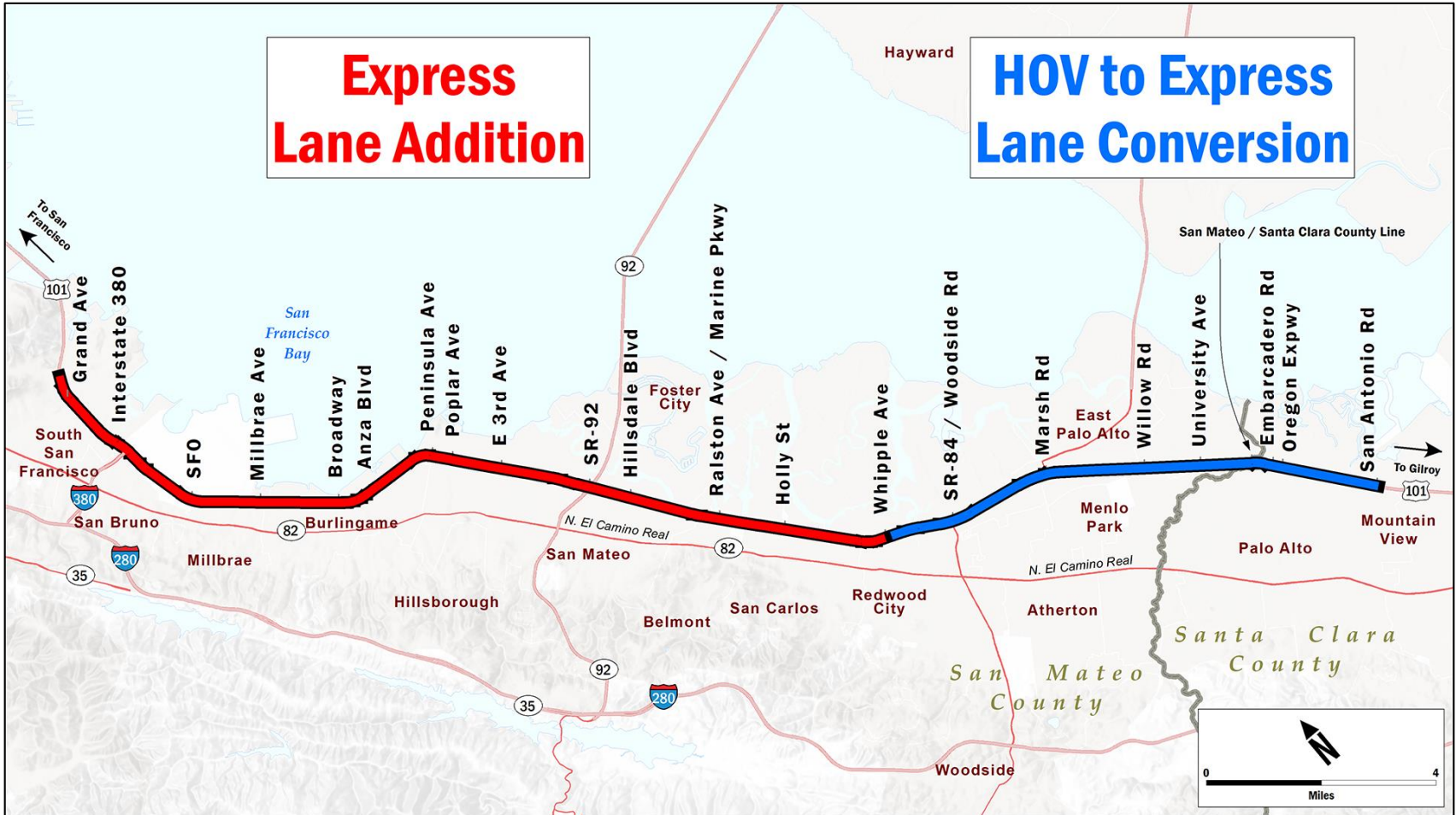
- Construction Progress
- Project Spotlight
- Public Outreach Activities
- Financial and Risk Status



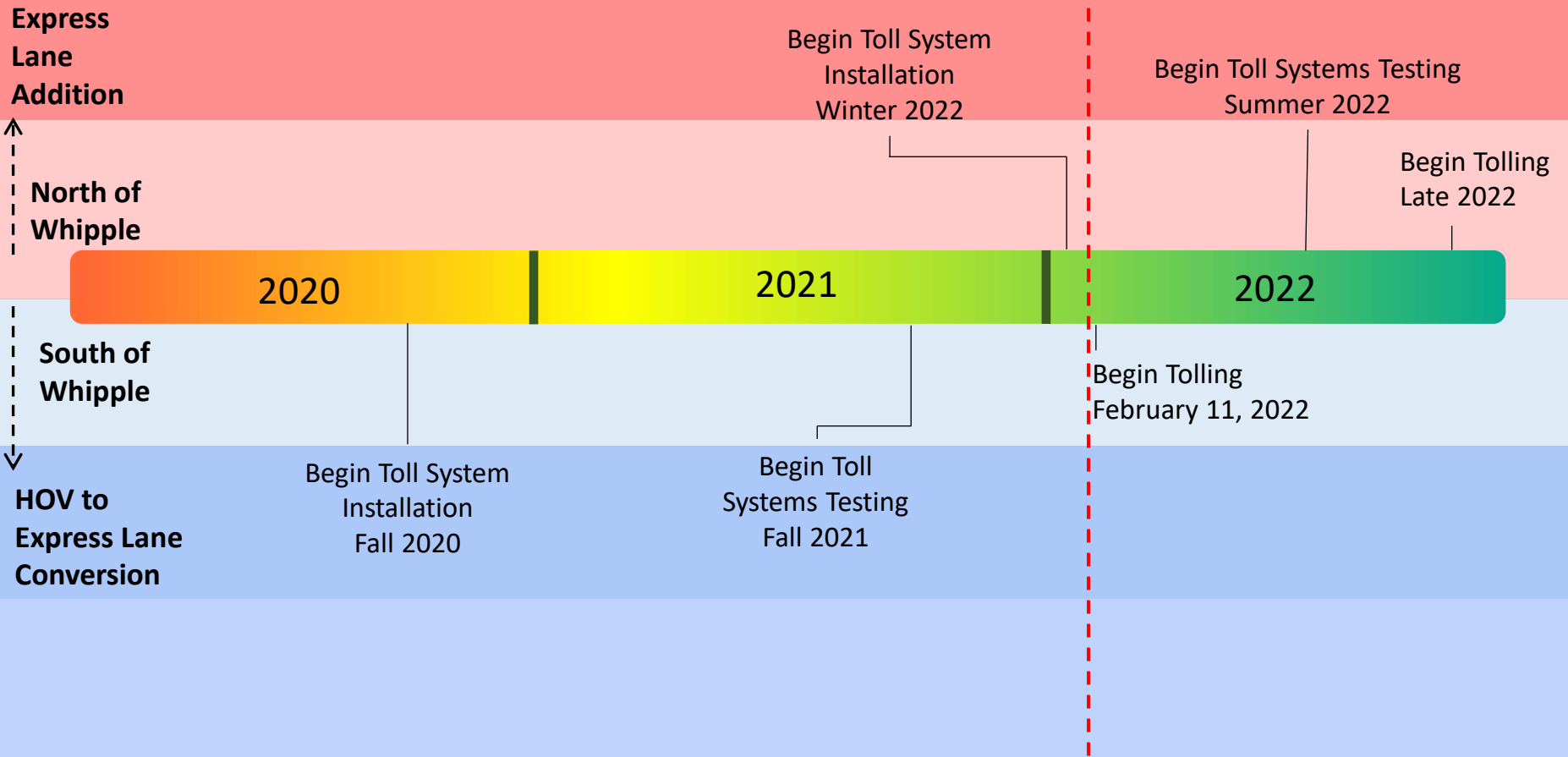
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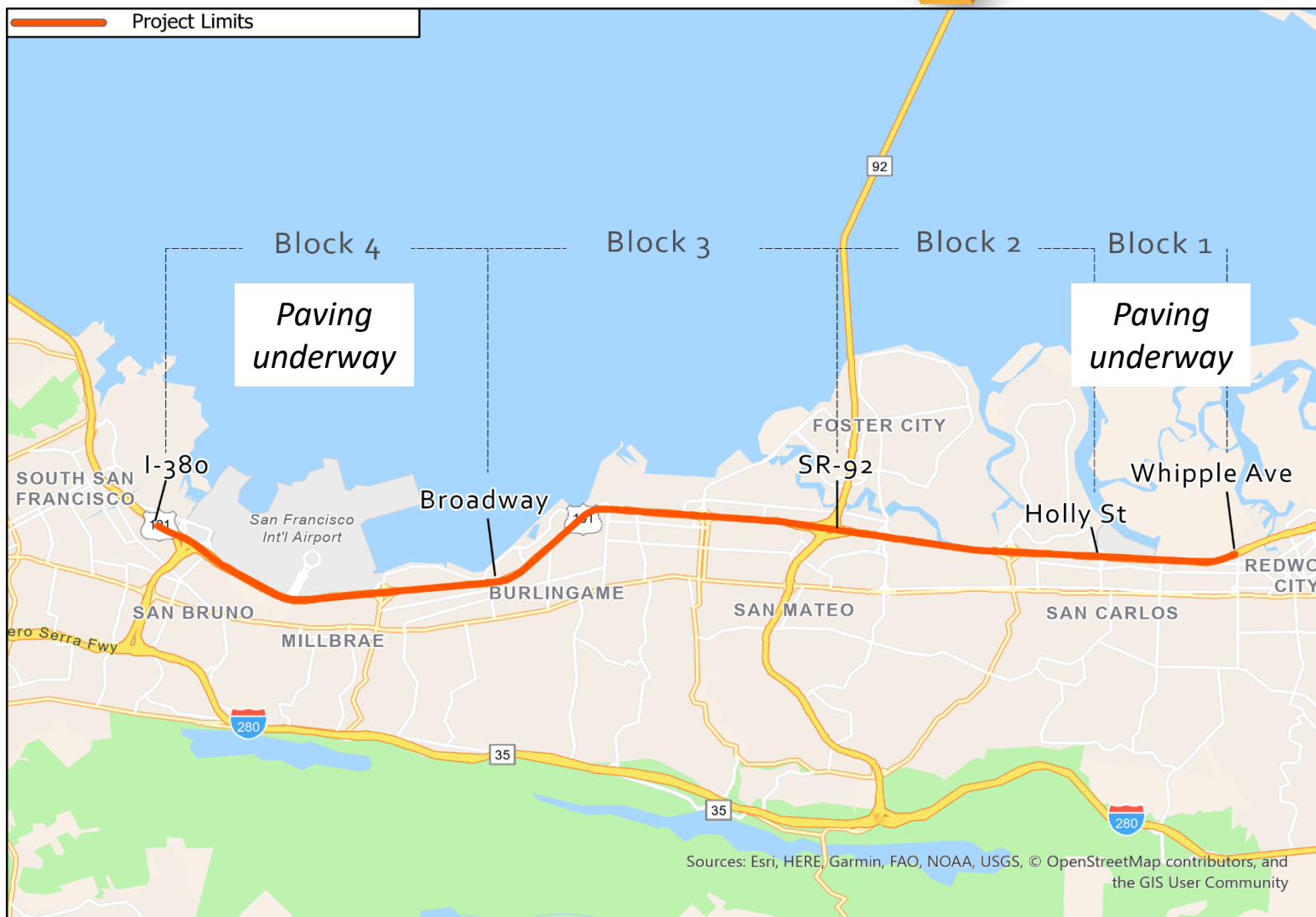
PROJECT LIMITS



SM 101 EXPRESS LANES PROJECT PROJECT SCHEDULE



SM 101 EXPRESS LANES PROJECT NORTH CONTRACT CONSTRUCTION BLOCKS





North of Whipple through January:

\$254.28M of \$326M completed (80%) with 70% time elapsed. 70% of pavement tonnage complete, with 30% of open graded asphalt concrete (final layer) laid down.

- Completed installation of tolling equipment in Block 1
- Erected lights and sign structures in Blocks 2 and 3
- Completed general purpose lane restriping in Block 1 in preparation for final layer of paving
 - General purpose lanes are in final configuration, express lanes are currently blocked off
- Removed the majority of temporary concrete barrier – 30% remaining
- Applied paint and textural “Binary Hyperdrive” treatment to median barrier
- Completed installation of fiber optic cable connections

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POTHOLES FROM INCLEMENT WEATHER



Pothole Repairs Mitigation



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NORTH CONTRACT WORK ONGOING



Final Layer (1/10th Overlay) Paving





Overhead Sign Installation





North of Whipple:

- Final layer (1/10th) overlay paving – Block 4
- Constructing, texturing, and painting median barrier
- Installing sign structures and variable toll message signs in all Blocks
- Installing tolling equipment in Block 4 (TransCore)
- Testing and approving fiber optic cable installation

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SOUTH CONTRACT WORK COMPLETED



South of Whipple through January:

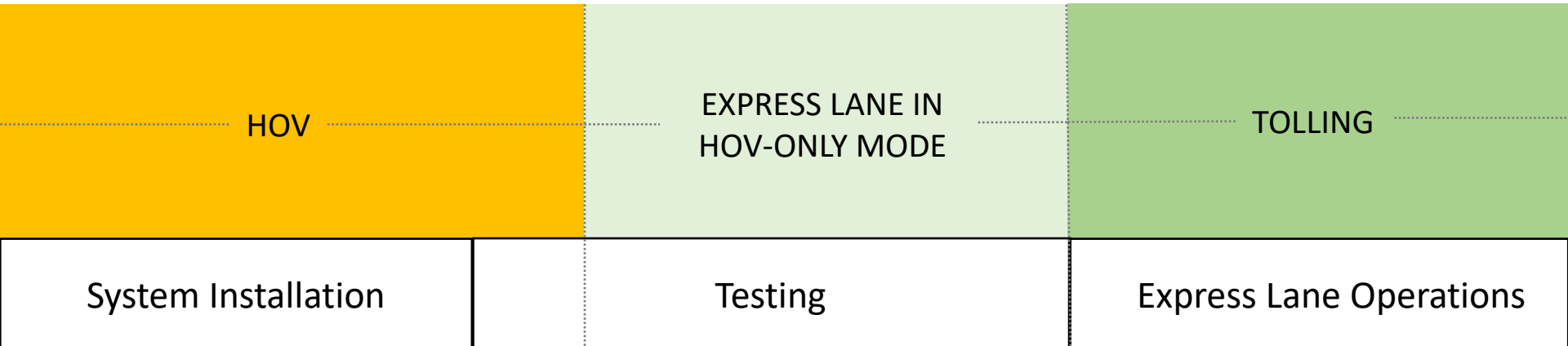
- Construction complete
- Toll equipment installation and testing complete
- Ready to commence tolling



- Construction Progress
- **Project Spotlight – Express Lane Opening**
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LANE OPERATING MODES DURING TRANSITION



February 8 – 11

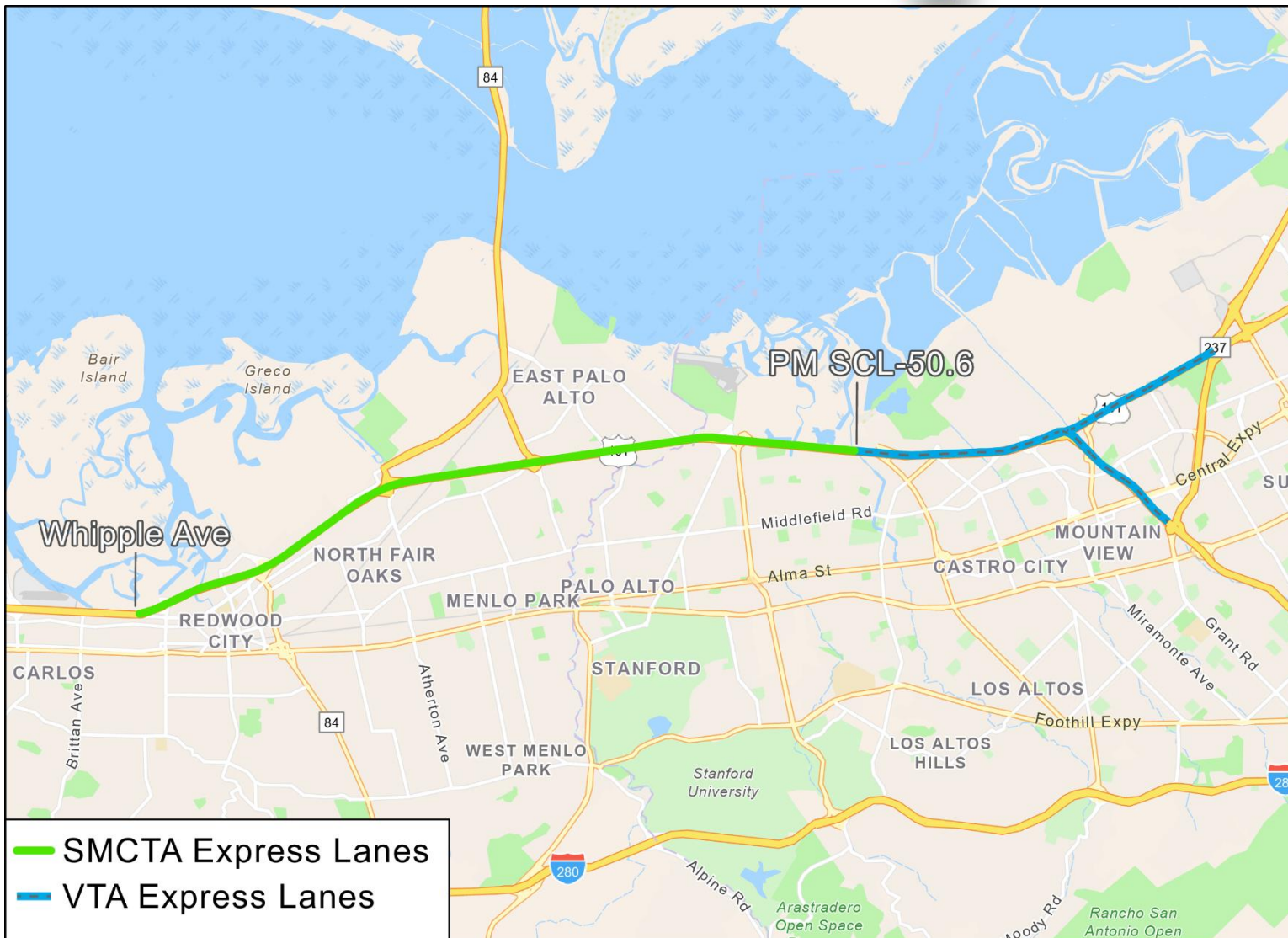


The first concurrent express lane opening in the Bay Area

- Extensive coordination between VTA, JPA, BAIFA, BATA, Caltrans, and consultant staff
- VTA has upgraded their operating system
- All testing had to be run twice
- Signing and striping operations were coordinated between the two projects
- Coordinated public messaging effort
- CHP coordination and training

-Current revised opening date is February 11-

SM 101 EXPRESS LANES PROJECT COORDINATED LANE OPENING





Risks to February 11 Opening Date

Risk Mitigations

| | | |
|--|---|---|
| Syncing start of tolling with VTA | ➡ | Communicate regularly with VTA |
| Weather | ➡ | Accounted for weather days in the schedule |
| COVID | ➡ | TransCore validating that crews are following COVID protocols |
| Testing | ➡ | Streamlining testing process |
| Equipment failure and/or supply chain delays | ➡ | Making use of North Segment equipment when it arrives |
| Finalize operating agreements | ➡ | Reach closure at executive level |
| Obstacles to VTA's operating system implementation | ➡ | Opening date adjusted to February 11 to provide time to address |

Note: not anticipated to affect North Segment schedule



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SM 101 EXPRESS LANES PROJECT PUBLIC INFORMATION – LANE OPENING



Construction Messaging Efforts:

- Quarterly Update
- PIO Emails
- Updated project fact sheet
- Updated website FAQs
- Caltrans traffic advisory

SAN MATEO 101 EXPRESS LANES PROJECT




FACTSHEET FEBRUARY 2022

PROJECT OVERVIEW:

The California Department of Transportation (Caltrans), in partnership with the San Mateo County Transportation Authority (SMCTA) and City/County Association of Governments of San Mateo County (C/CAG), is constructing express lanes on U.S. 101. This project is being completed in two phases.

Phase One of construction is now complete with the express lane open from the San Mateo County/ Santa Clara County Line to Whipple Avenue in Redwood City. During this phase, Caltrans converted the carpool lanes into express lanes.

During Phase Two, Caltrans is adding express lanes to northbound and southbound U.S. 101 from Whipple Avenue to just north of I-380 in South San Francisco. The project will ultimately create 22 miles of new express lanes in both directions of U.S. 101 within San Mateo County, providing a seamless transition to the express lanes in Santa Clara County. The Phase Two express lanes are expected to open in late-2022.



Project Location Map

PROJECT DETAILS:

CONSTRUCTION START: Winter 2019

LANE OPENING:
Phase One - February 11, 2022
(San Mateo County/Santa Clara County Line to Whipple Avenue)
Phase Two - Late-2022
(Whipple Avenue to I-380)

PROJECT COST: \$581 million

PROJECT BENEFITS:

- Reduce congestion in the corridor
- Increase person throughput (the number of people moved)
- Encourage carpooling and transit use
- Improve travel time and reliability for express lane users
- Use modern technology to manage traffic
- Make upgrades to pavement and lane striping

101express.com

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MARKETING EXPRESS LANE OPENING



- **Public Information**

- On Corridor Signage being set up – overhead and roadside changeable message signs
- Regional websites (Caltrans, 511.org, FasTrak)
- SMC Digital Communications team are monitoring social media channels and making posts
- Coordinating with partner PIOs for public information messaging
- Launched sponsored e-newsletter campaign with Mercury News and Multi-lingual e-newsletter channels

- **Marketing/Advertising**

- SMC, VTA, and FasTrak campaigns are ongoing
- Ongoing radio campaign through KCBS, Bonneville (KOIT, etc.), Pandora streaming, Univision (KBRG), News for Chinese (KEST AM1450)



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PUBLIC INFORMATION OVERVIEW



- **Construction updates are distributed via email.**
- Visitors can sign up for updates, contact Caltrans to ask a question, and view project status.
- To sign up for weekly or quarterly updates, email with the subject line 'Weekly' or 'Quarterly' to 101express@dot.ca.gov. Follow @CaltransD4 on Twitter for Project updates.



- Construction Progress
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SM 101 EXPRESS LANES PROJECT

CURRENT COST ESTIMATE - CONTRACT FOCUSED



| Contract | Budget | Estimated Cost ⁽¹⁾ | Variance | Expended as of 12/31/21 ⁽²⁾ | Percent Expended | Percent Complete ⁽³⁾ | Confidence ⁽⁴⁾ |
|---|---------------|-------------------------------|----------------|--|------------------|---------------------------------|---------------------------|
| SM-101 Express Lanes Project <i>Costs shown in millions of escalated dollars</i> | | | | | | | |
| Environmental | 20.39 | 20.28 | (0.11) | 20.19 | 99% | 100% | ● |
| Design & Right of Way | 42.14 | 42.14 | 0.00 | 37.07 | 88% | 90% | ● |
| South Contract – Civil | 74.81 | 74.81 | 0.00 | 74.68 | 99.8% | 99.8% | ● |
| North Contract - Civil | 390.87 | 390.87 | 0.00 | 326.85 | 84% | 84% | ● |
| <i>North Contract – Civil</i> | <i>372.47</i> | <i>389.68</i> | <i>17.21</i> | <i>309.64</i> | <i>83%</i> | <i>84%</i> | ● |
| <i>Project Contingency ⁽⁵⁾</i> | <i>18.40</i> | <i>1.19</i> | <i>(17.21)</i> | <i>17.21</i> | <i>94%</i> | <i>84%</i> | ● |
| Toll System | 48.12 | 48.12 | 0.00 | 11.97 | 25% | 40% | ● |
| <i>Toll System</i> | <i>43.44</i> | <i>43.63</i> | <i>0.19</i> | <i>11.78</i> | <i>27%</i> | <i>40%</i> | ● |
| <i>Project Contingency ⁽⁵⁾</i> | <i>4.68</i> | <i>4.49</i> | <i>(0.19)</i> | <i>0.19</i> | <i>0%</i> | <i>0%</i> | ● |
| Highway Planting | 4.81 | 4.81 | 0.00 | 0.00 | 0% | 0% | ● |
| TOTALS | 581.14 | 581.03 | (0.11) | 470.76 | 81% | 84% | |

(1) Estimated Cost represents current estimated cost to complete each contract.

(2) Expenditures include \$12M deposit against North Contract – Civil.

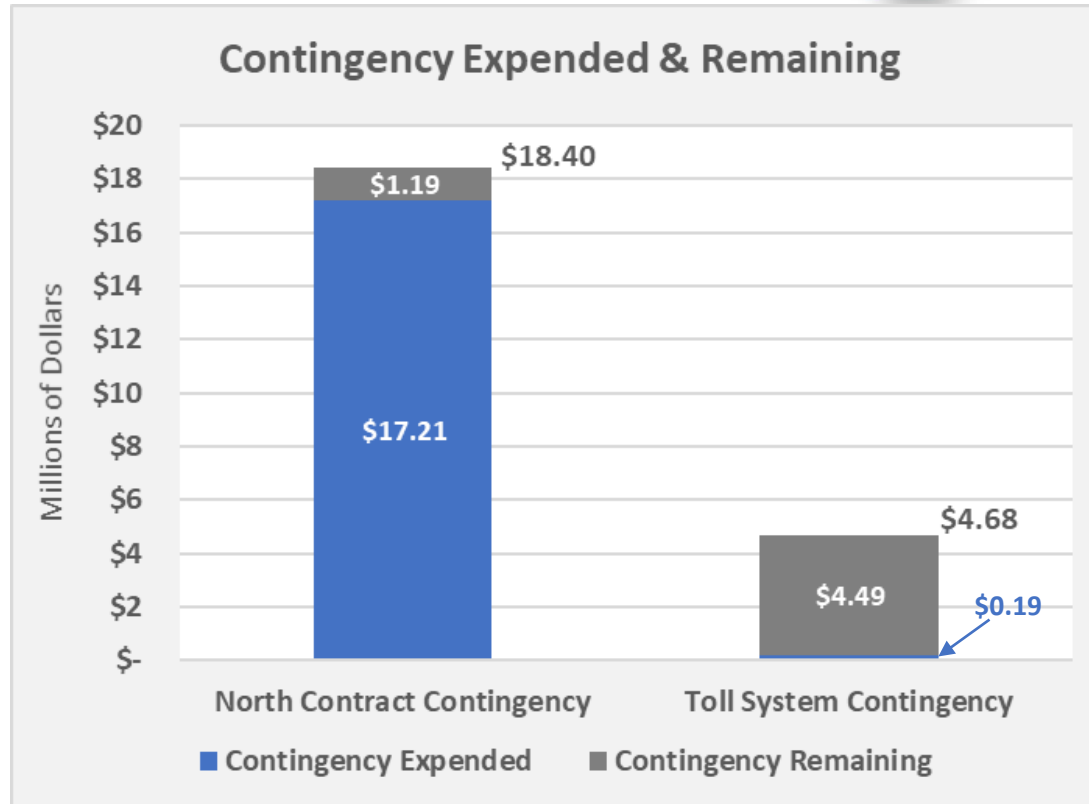
(3) Percent completes shown are based on qualitative assessment of physical % complete per milestones and schedule.

(4) ● = Within budget, ● = identified potential risks that may significantly exceed budget if not mitigated, ● = Known impacts to budget - changes forthcoming.

(5) Assume 100% utilization of Project Contingency in overall estimated cost of project

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CURRENT CONTINGENCY USAGE & BALANCE – CONSTRUCTION PHASE

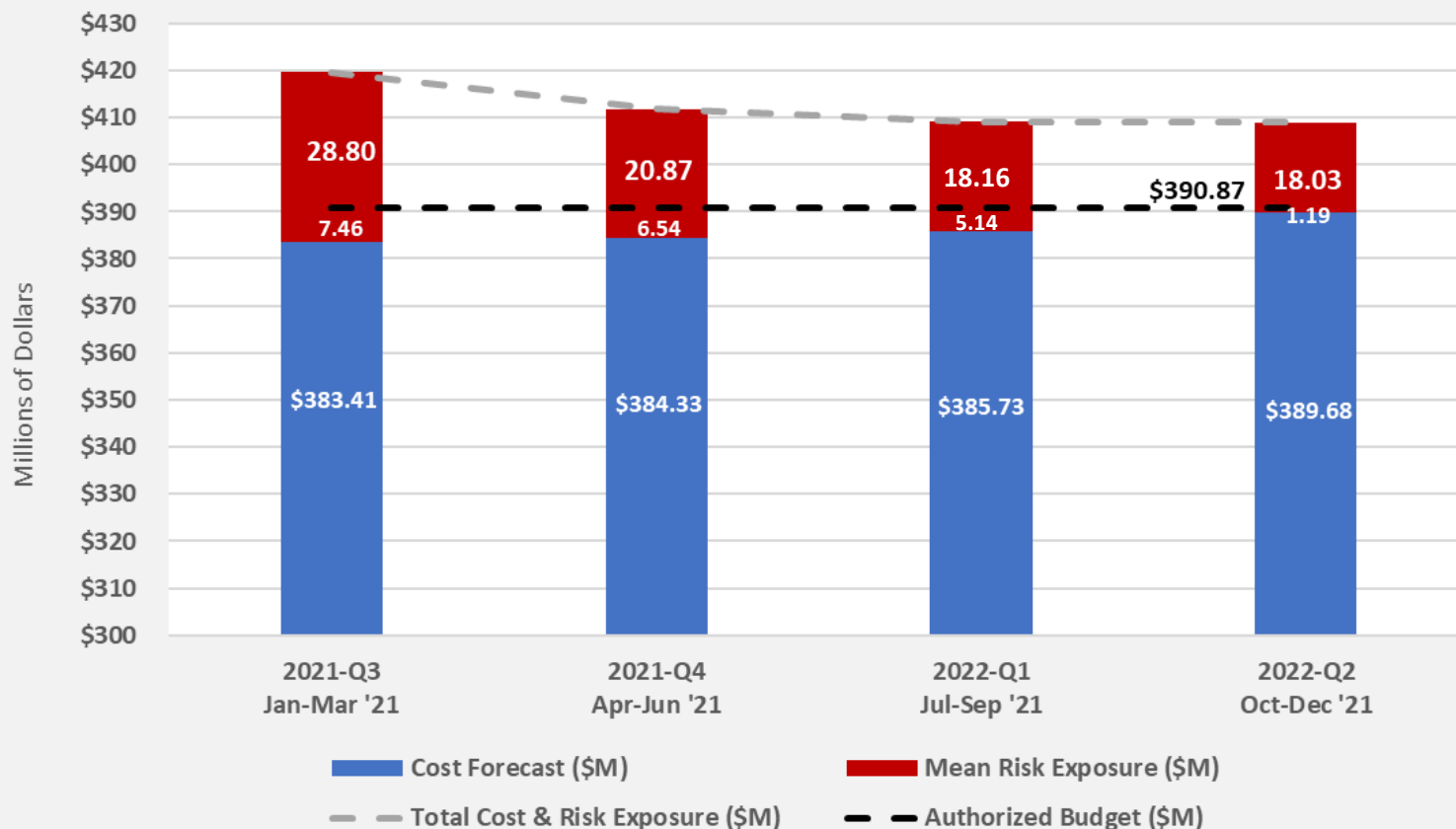


- Contingency expended includes the following:
 - New contract change orders for various reasons including, k-rail salvage, barrier foundation revisions, grade revisions, maintenance of landscape areas, and misc. signage issues

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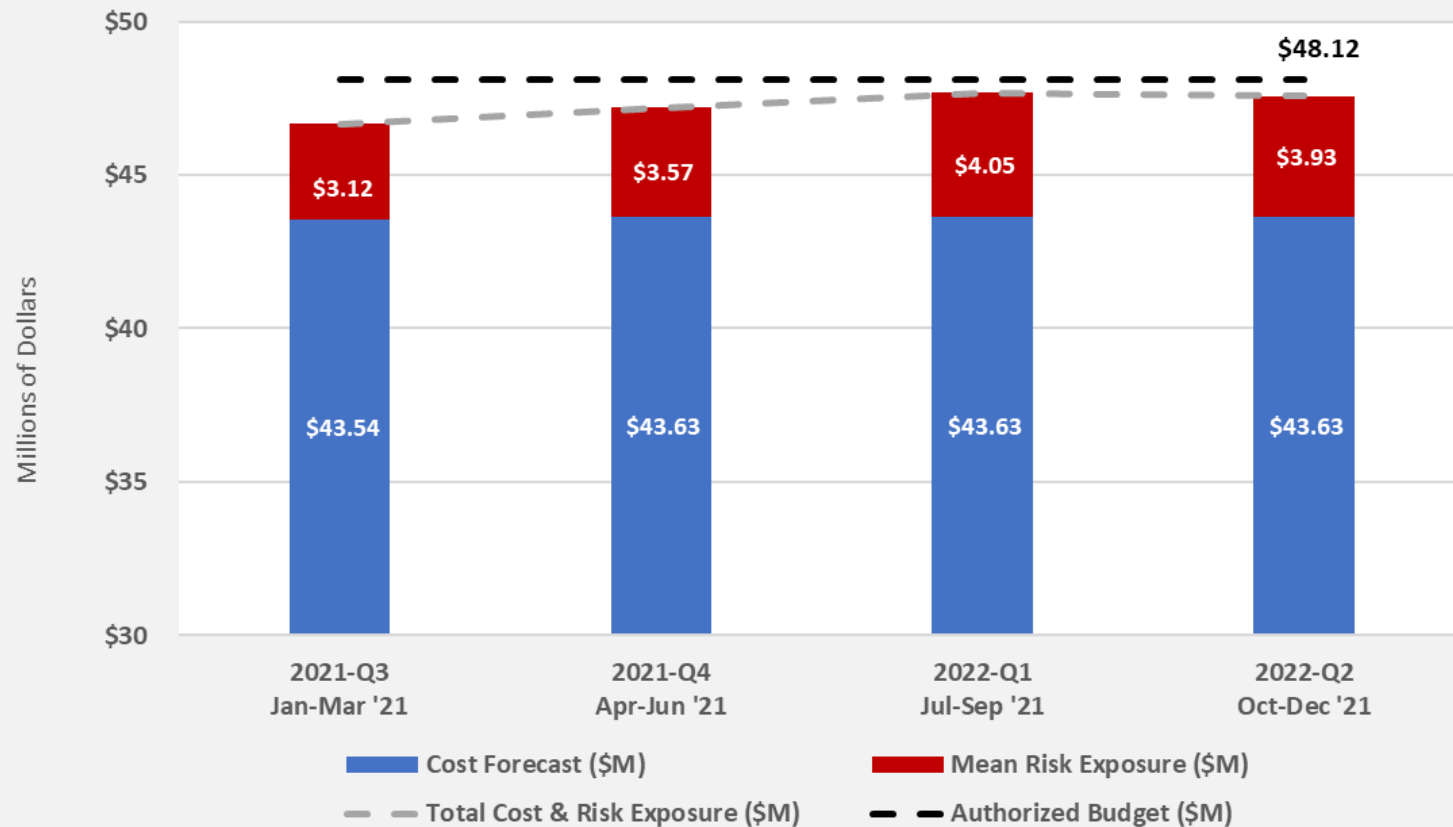
North Contract Cost Forecast and Risk Exposure vs. Authorized Budget



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Toll System Contract Cost Forecast and Risk Exposure vs. Authorized Budget





Questions?