

Capital Projects

Quarterly Status Report

First Quarter FY2023: July 1-September 30, 2022

Report prepared for the December 1, 2022 TA Board Meeting





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TA QUARTERLY STATUS REPORT

Level 2 Projects

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	Q4 FY22	Q1 FY23	Q4 FY22	Q1 FY23	Q4 FY22	Q1 FY23	Q4 FY22	Q1 FY23	
Highways									
000108 - Dumbarton Roadway Improvements Project Phase - Pre-PID									3
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting									5
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00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV									45
00824 - South San Francisco Station Improvement Project (South San Francisco)									49
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100277 - Grade Separation Study Project - Whipple Avenue (Redwood City)									57
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= Project On-Hold = No Issues = Notable Issues = Significant Issues

Level 2 Projects **Highways**

000108 - DUMBARTON ROADWAY IMPROVEMENTS PROJECT


TA Role: Funding Agency

Co-Sponsors: C/CAG & San Mateo County

Scope:  The project will connect the existing US 101 Express Lanes to the Dumbarton Bridge. Key project goals include relieving congestion and reducing delays, increasing person throughput, giving priority to high-occupancy vehicles and transit, encouraging Clean Air Vehicles, and reducing per capita Vehicle Miles Traveled and associated Greenhouse Gas (GHG) emissions. Other key goals include improving pedestrian and bicycle safety and connections to and along the Bayfront for commuting and recreational trips. This in turn would further reduce GHG emissions. Strategies to reduce transportation impacts on the local community will be an integral part of the project, with planned inclusion of Green Infrastructure and Complete Streets designs for both improving water quality and community enhancement. There is potential for improvement to transit amenities, especially given the proximity to large employers.

Project Status Summary: Measure W funding was programmed and allocated for this project in December 2021. The project sponsor, C/CAG is proceeding with work towards the pre-Project Initiation Document (PID) phase. This phase will involve convening a Project Stakeholders group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. The project will also conduct public outreach as needed/appropriate.

Issues: In order to proceed with the PID phase, significant stakeholder engagement efforts are needed to coordinate with the four counties being served by this project with representatives from multiple transit agencies, affected cities/communities, utility providers, business groups, and other.


Schedule: 

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Pre-PID	09/01/22	02/01/24	09/01/22	02/01/24	01/01/23	05/01/24

Progress This Quarter: 1) Coordination with project stakeholders on finalization of the scope of work

Future Activities: 1) Release of a federalized Request for Proposals (RFP).
2) Final selection of a contractor and award in early 2023.

Issues: The project has been delayed due to ongoing coordination efforts needed to finalize the scope of work. TA staff is working with the project sponsors to update the project schedule.

Funding: 

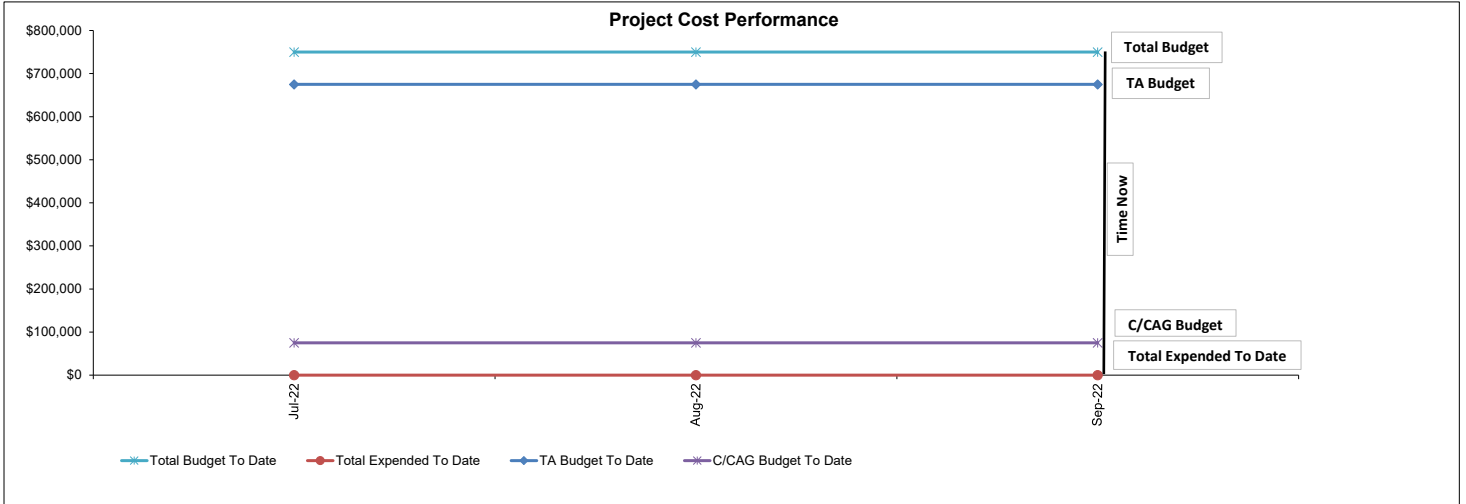
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$675,000	90%	\$0	0%	\$675,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
C/CAG	\$75,000	10%	\$0	0%	\$75,000	10%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$750,000	100%	\$0	0%	\$750,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$675,000	\$0	\$675,000	\$675,000	\$0
Others	\$75,000	\$0	\$75,000	\$75,000	\$0
Total Project	\$750,000	\$0	\$750,000	\$750,000	\$0



PS&E and Right of Way funds are included. Construction funds will be included at completion of PS&E

Issues: None

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and Highway Planting Design
Sponsor: City of Burlingame

Scope: Finalize the Right of Way close-out activities including right of way record maps and Record of Survey. Develop Plans, Specifications and Estimates (PS&E) for the Highway Planting phase within Caltrans boundaries. Replanting will take place outside environmentally sensitive/jurisdictional areas.



Project Status Summary: Working on 100% PS&E Landscaping submittal.
Right of Way record maps

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (08/22)		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	08/31/22	05/06/19	11/30/22

Progress This Quarter: Continue working on Right of close-out and Landscape PS&E

Future Activities: (1) Obtain Caltrans approval on final right-of-way record maps
(2) Provide 100% landscape design plans including changes associated with the stockpile to remain at the interchange
(3) Record of survey

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,463,272	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%	\$91,103,988	97%	\$93,738,000	100%

Note: EAC - Estimate at Completion

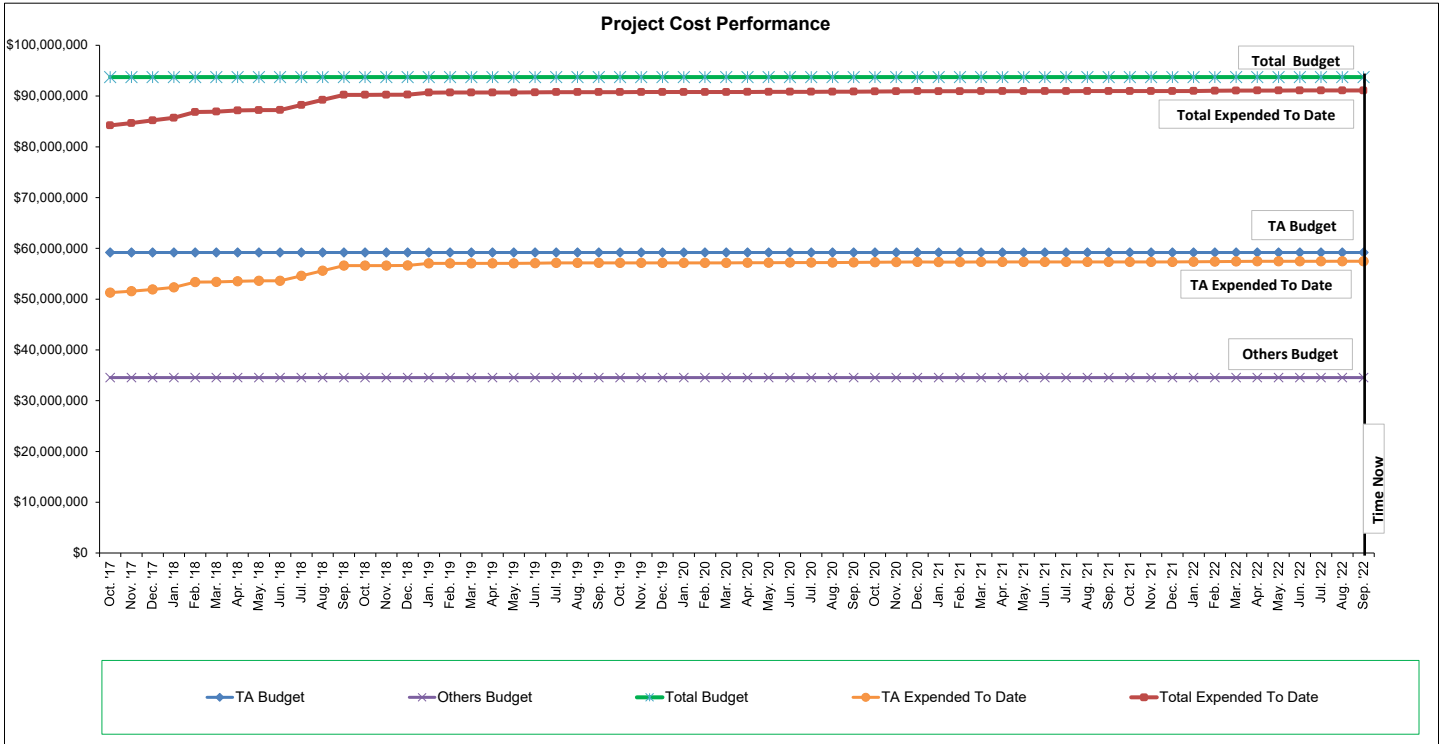
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,463,272	\$1,723,728	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$91,103,988	\$2,634,012	\$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 eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

Project

Status

Summary:

The 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, the TA entered into a Cooperative Agreement with Caltrans and the City of Menlo Park for the Construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. 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 completed reviewing claims and discussions with contractors, TA and City. City is proceeding with landscaping design.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Construction	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19

Progress

(1) City continued coordination with the US 101 San Mateo County Express Lanes Project.

This Quarter:

(2) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.

Future

(1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and the EPA

Activities:

(2) City to continue to develop the landscape design

Issues:

The schedule for highway planting final design will be provided once the City obtains the approval to proceed from City Council and Caltrans.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
Total	\$66,800,000	100%	\$63,712,027	95%	\$66,800,000	100%

Issues/Notes:

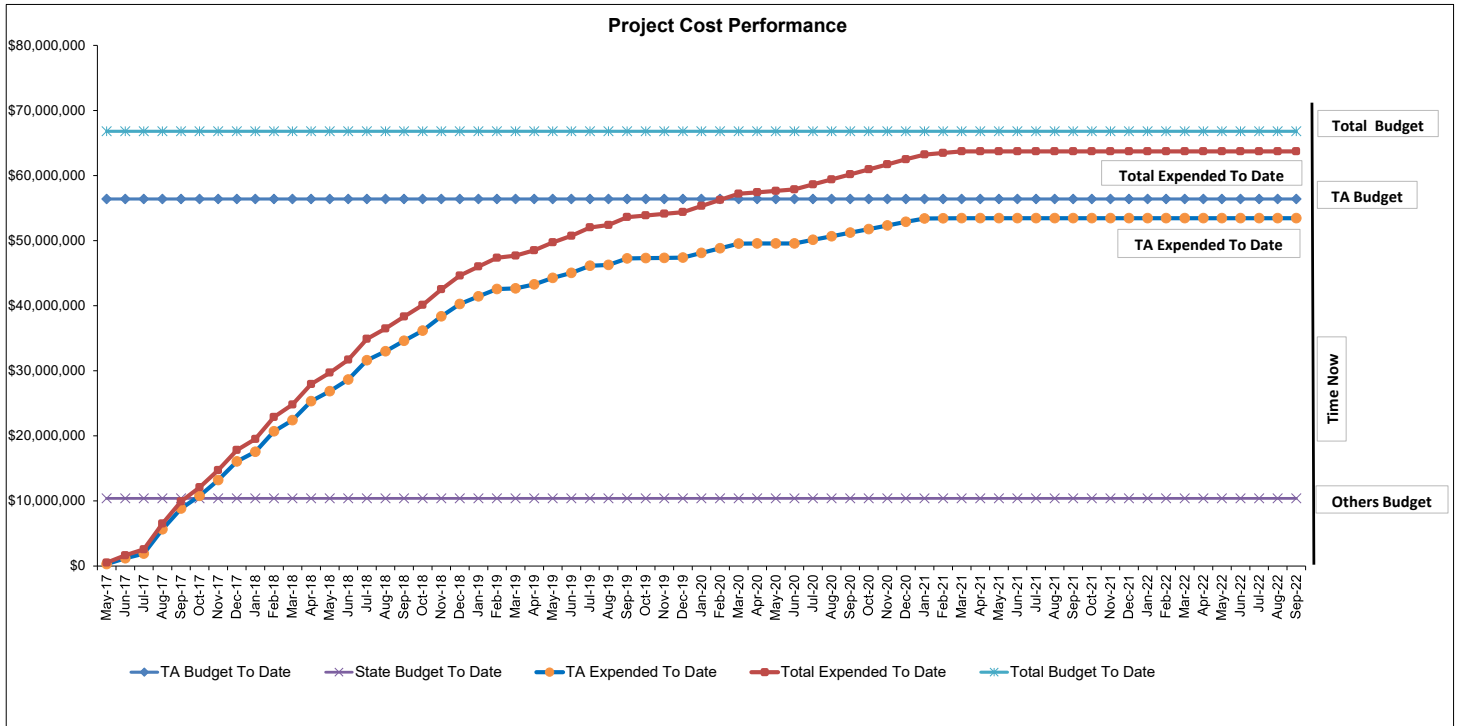
The construction cost savings may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$53,443,809	\$2,956,191	\$56,400,000	\$0
State	\$10,400,000	\$10,268,218	\$131,782	\$10,400,000	\$0
Total Project	\$66,800,000	\$63,712,027	\$3,087,973	\$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 realigning the 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 (PA&ED) in December 2016. 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 committed additional matching funds. The project is currently in the PS&E and right-of-way support phase. 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 completed responding to comments 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. In December 2021, the TA Board approved \$50 million in Measure A funds for future phase in response to the Call for Projects application from the City. This additional funding is conditional on the City seeking and securing additional funding to meet the funding shortfall. The City completed the Project Funding Plan in June 2022, which details funding targets and timelines to fully fund right-of-way capital and construction and is being monitored collaboratively by TA and City staff. Design activities focused on remaining right-of-way support work (legal descriptions) will resume this quarter in support of right of way acquisition, which is scheduled to start in early 2023.

Issues:

Completion of right of way acquisition and securing full funding.

Schedule:



Major Milestones:	Original Baseline		Current Baseline (06/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E (95%)	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20
PS&E (Final)					04/01/23	12/31/25
ROW Support (Appraisals -Draft)	08/01/17	05/01/20	08/01/17	12/31/23	08/01/17	09/30/23

Progress

(1) City continued planning and scoping for legal descriptions.

This Quarter:

(2) City continued right of way acquisition planning and scheduling.

(3) City continued capital funding pursuit planning and activities, including development of draft materials for the SB 1 TCEP Cycle 3 Application (co-application with Caltrans).

Future

Activities:

(1) City to initiate work on development of plats and legal descriptions.

(2) City to coordinate right of way acquisition planning and schedule.

(3) City to complete the updated project phasing report.

(4) City to coordinate with TA team regarding scope and budget to complete the commitments in the Funding Agreement.

(5) City to coordinate with the TA team on the Funding Plan.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	75%	\$7,026,975	86%	\$8,140,000	75%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,760,000	25%	\$1,812,171	66%	\$2,760,000	25%
Total	\$10,900,000	100%	\$8,839,146	81%	\$10,900,000	100%

Issues:

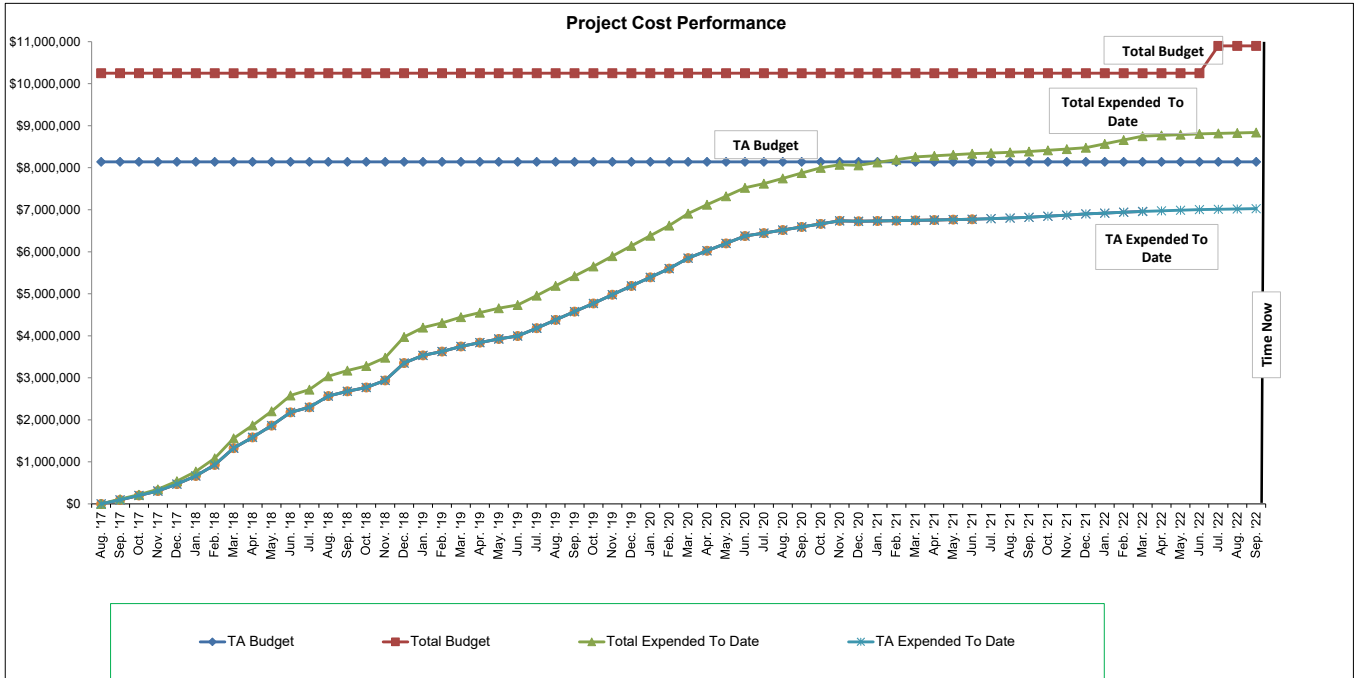
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$7,026,975	\$1,113,025	\$8,140,000	\$0
City	\$2,760,000	\$1,812,171	\$947,829	\$2,760,000	\$0
Total Project	\$10,900,000	\$8,839,146	\$2,060,854	\$10,900,000	\$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 overseen 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 and 2020 Annual Monitoring Reports show that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

Issues: None

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (12/21)		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	12/31/21	01/01/18	12/31/22

Progress This Quarter:

- (1) City continue to monitor creek revegetation in coordination with Caltrans.
- (2) City is preparing the creek-bed profile at the request of Regional Water Quality Control Board

Future Activities:

- (1) City to continue creek monitoring work and coordinate with Caltrans till closeout of project.
- (2) Complete the creek-bed profile

Issues: The biological Monitoring is complete but the phase cannot be closed out until final report is published.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,773,372	95.0%	\$8,185,075	52%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
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%	\$15,470,571	97.4%	\$15,882,273	100%

Issues: None

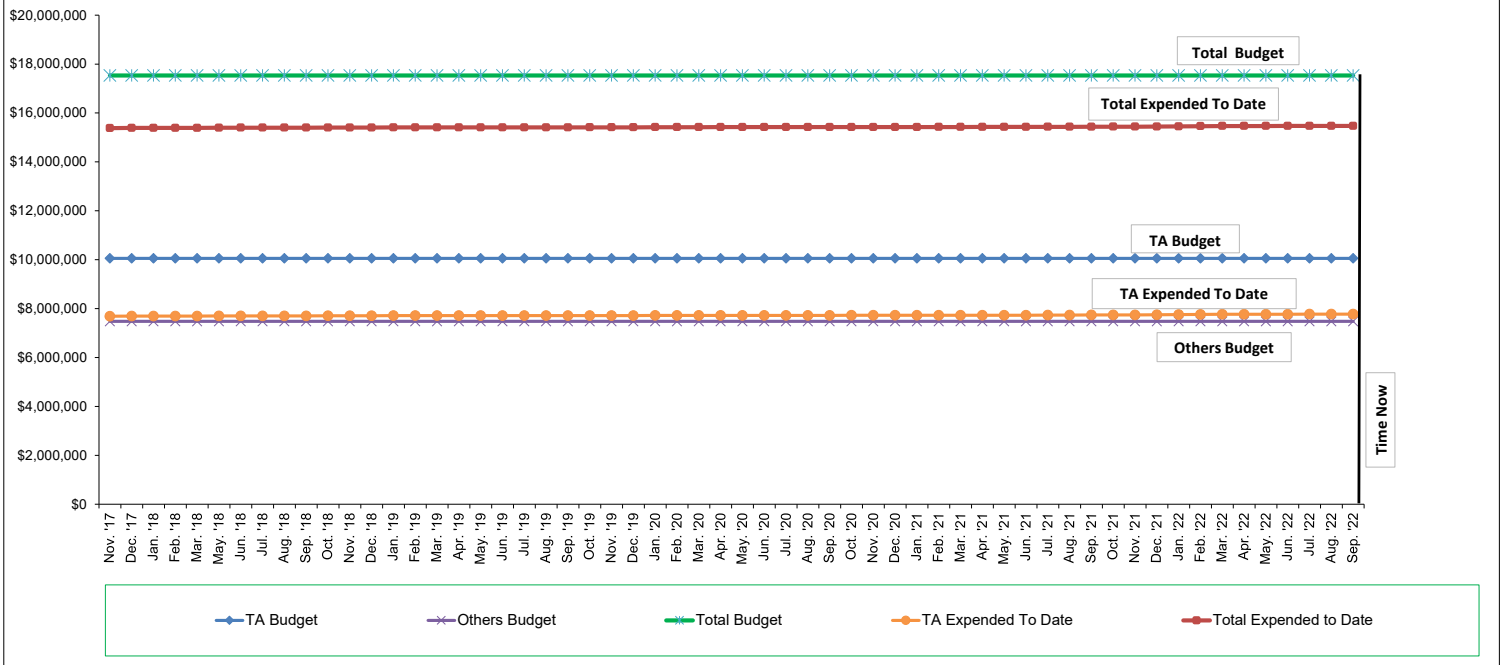
Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,773,372	\$411,702	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,470,571	\$411,702	\$15,882,273	\$1,962,108

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

Project Cost Performance



* 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

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)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	9/15/2022*

Southern Segment (Santa Clara County Line – Whipple)

1. Southern Segment began tolling operations on Friday, February 11
2. Continue to identify and address punch list items in preparation for southern segment project closeout

Progress

This Quarter: Northern Segment (Whipple- I-380)

1. Continue to review and issue change orders
2. \$317M of \$330M completed (96%) with 89% time elapsed.
3. 150 lane-miles of SM-101 resurfaced (paving 100% complete).
4. All overhead sign bridges installed.
5. All striping complete.
6. Final restriping completed on Bayshore Boulevard.
7. Tolling equipment installed in Blocks 1 and 4.
8. Fiber optic cable turned over for splicing in Blocks 1 – 4.
9. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Future Activities: Southern segment (Santa Clara County Line – Whipple)

1. Project closeout
2. Monitor and Report out on the performance of the express lanes operations

Northern Segment (Whipple – I-380)

1. Complete civil contract punch list
2. Complete last PG&E service point energization
3. Complete toll system equipment installation
4. Connect all toll system equipment to fiber optic cable
5. Test north segment express lanes

Issues: *The project is being delivered under two coordinated but separate contracts. The civil or roadway infrastructure is being performed by Kiewit. The toll facility installation and testing are being performed by Transcore. Some of Transcore's work was impacted due to delayed access to the work zones. The team is looking to mitigate schedule impacts by bringing on additional resources. At the time of this report, updated schedules were not yet available so for reporting purposes the schedule reflects the civil contract. The next CPQSR will provide a schedule update for the full project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$29,436,162	97%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$78,936,047	83%	\$95,000,000	16%
Loan/Future Toll	\$86,500,000	15%	\$83,854,247	97%	\$86,500,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State ***	\$306,670,000	53%	\$281,827,774	92%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$53,000,000	100%	\$53,000,000	9%
Total	\$581,170,000	100%	\$536,554,231	92%	\$581,170,000	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.

*** The distribution of actual expenditures among the different funding sources was adjusted in Q4FY22 reporting that resulted in a lower State share compared to prior quarter.

Issues:

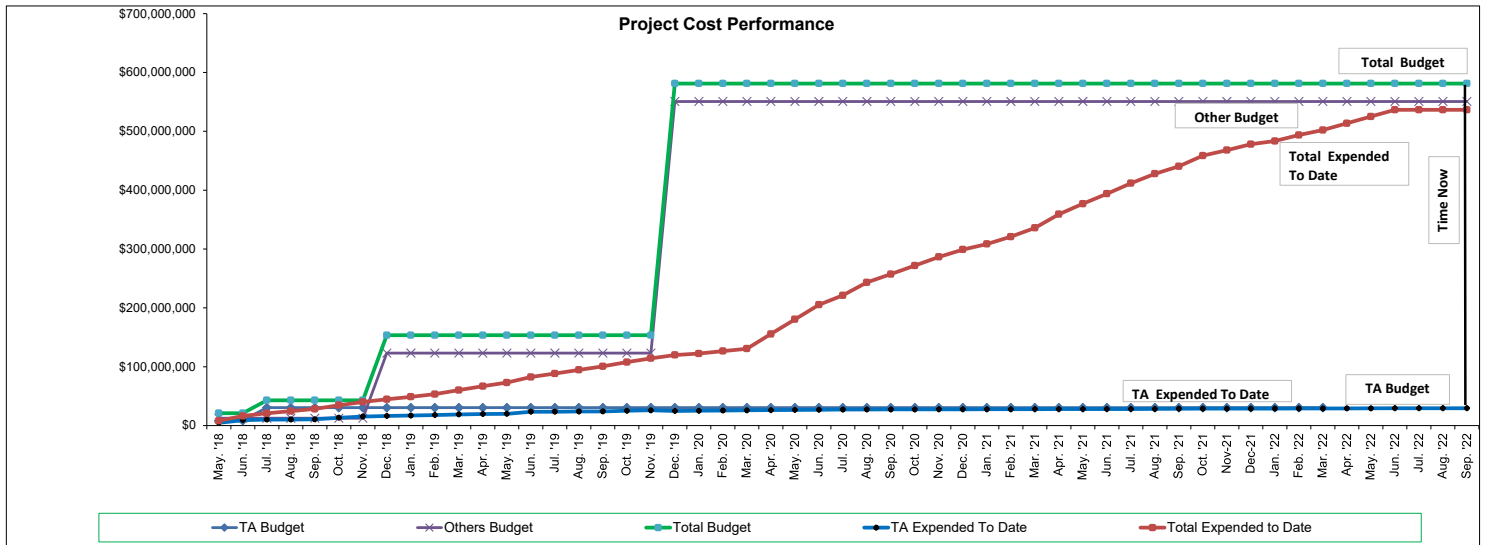
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$29,436,162	\$1,063,838	\$30,500,000	\$0
Others	\$550,670,000	\$507,118,069	\$43,551,932	\$550,670,000	\$0
Total Project	\$581,170,000	\$536,554,231	\$44,615,769	\$581,170,000	\$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 subject to coordination and agreement between the County and Caltrans with regards to implementation and maintenance of improvements.

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	4/30/2020*	09/27/17	TBD

Progress

- (1) Continued coordination with County and Caltrans on Maintenance and Environmental Review.
- (2) County continued to pursue funding sources for construction phase.

This Quarter:

Future

Activities:

- (1) Recirculate the Environmental Review Document based on Caltrans request and holding an additional community meeting
- (2) Complete 100% PS&E
- (3) Resolve long term maintenance responsibility and negotiate maintenance agreement between the County and Caltrans
- (4) Continue to pursue construction funding

Issues:

*The project is on hold. The schedule will be updated upon reaching an agreement between the County and Caltrans regarding construction and maintenance of improvements, as well as reaching community consensus. Hazardous materials field work is postponed and will begin when the project resumes.

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:

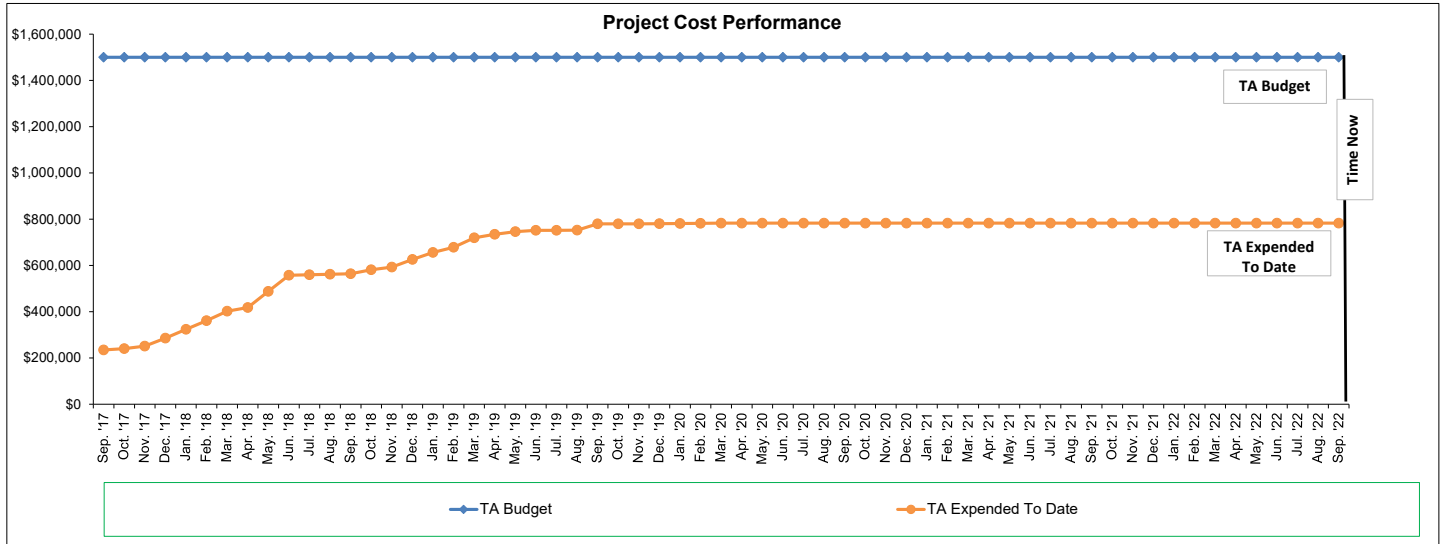
None

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 and 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. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. Eight bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit at the time was 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 Pedestrian Overcrossing (POC) element of the Project. The City placed engineering work on hold in March 2021. In December 2021, the TA Board approved \$10.25 million in Measure A Supplemental Roadway funds for construction with the condition to secure the remaining funding gap by December 2022.

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	TBD*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	TBD*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	TBD*	TBD*



(3a)

Progress This Quarter: (1) The City is exploring value engineering opportunities
(2) Seek grant funding opportunities

Future Activities: (1) City has opted to suspend work and is pursuing additional funds to fully fund the project
(2) Coordinate with the US 101 Express Lane project

Issues: *As noted in prior reports, the City stopped engineering work in March 2021. The City continues to seek grant opportunities to close the funding gap.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	76%	\$2,858,776	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$971,296	24%	\$710,117	93%	\$763,063	20%
Total	\$3,971,296	100%	\$3,568,892	95%	\$3,763,063	100%



(4b)

Issues: The current funding table does not include funding for construction phase.

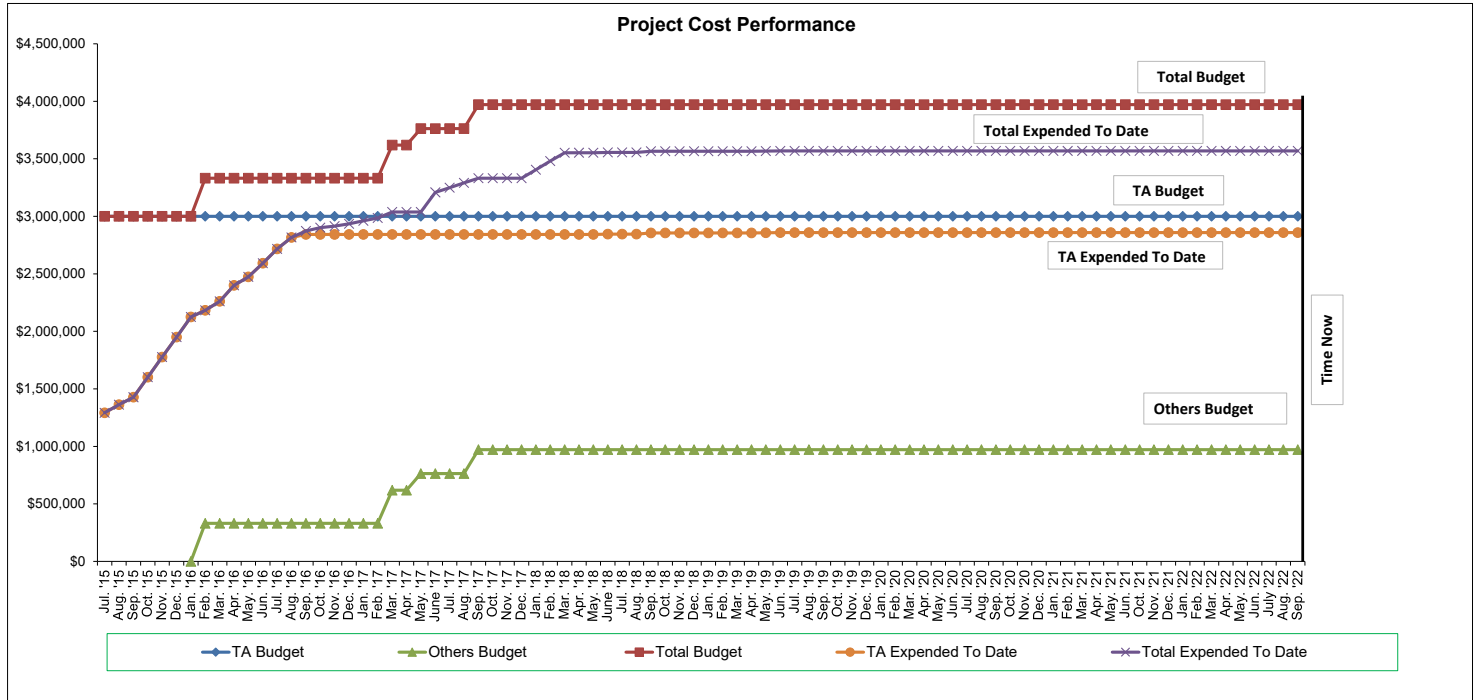
Budget:



(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	\$971,296	\$710,117	\$52,946	\$763,063	\$208,233
Total Project	\$3,971,296	\$3,568,892	\$194,171	\$3,763,063	\$208,233

Note: Budget is for PA&ED and PS&E phases only. In December 2021, the Board awarded \$10.25 million of Measure A funds for construction.



* Cost inception from the beginning of current phase.

Issues: The TA Board approved \$10.25 million of Measure A funds in December 2021 for construction.

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

TA Role: Funding Agency and Technical Support

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 Approval and Environmental Document (PA&ED) phase.



Project Status Summary: The PA&ED phase commenced with a kick-off meeting in June 2016. The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents and project report. At the requests of the City of Burlingame and City of San Mateo, additional study intersections were added and traffic operational analysis work is in progress to address community concerns. After coordination among the Cities, the City of San Mateo (City) as the project sponsor decided to move forward with the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The City hosted several community meetings to provide project updates to the community in addition to presentations to Councils of the City of San Mateo and the City of Burlingame. A Project Scoping Meeting was held on April 28, 2021 to begin formal environmental studies and receive public comments. Written public comments have been summarized, and work on the PA&ED phase has been actively progressing since. Required environmental and engineering technical studies are ongoing and coordinated with Caltrans. The TA Board approved \$6 million of Measure A funds in December 2021 (additional \$1.4 million for PA&ED phase, and \$4.6 million for PS&E and Right of Way Services) in response to the Call for Projects application from the City of San Mateo.

Issues: None

Schedule:



(4a)

Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	09/30/23

Progress

This Quarter:

- (1) Completed the development of Geometric Engineering Drawings.
- (2) Finalized and obtained Caltrans approval on the Quality Management Plan (QMP) and schedule.
- (3) Continue to work with Caltrans and submit various environmental technical studies (noise, traffic, etc.)
- (4) Several technical studies were approved, including Air Quality, SWDR, APS and SPGR.
- (5) Held regular monthly PDT meetings with Caltrans.
- (6) Presented the Project to the MTC Air Quality Conformity Task Force.

Future

Activities:

- (1) Continue to prepare and submit the various environmental technical studies (NADR & Chapters of EIR) to Caltrans.
- (2) Develop and submit the Draft Traffic Operational Analysis Report.
- (3) Develop and submit Draft Project Report and related attachments to TA and City.
- (4) The City to request an extension re. the PS&E and R-O-W services phase funding to better accommodate the ongoing PA&ED phase.
- (5) Conduct an enhanced community engagement effort.

Issues: Planned enhanced public outreach and additional traffic analysis have extended the forecasted finish date.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,900,000	87%	\$3,051,431	78%	\$3,900,000	87%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$600,000	13%	\$549,670	92%	\$600,000	13%
Total	\$4,500,000	100%	\$3,601,102	80%	\$4,500,000	100%

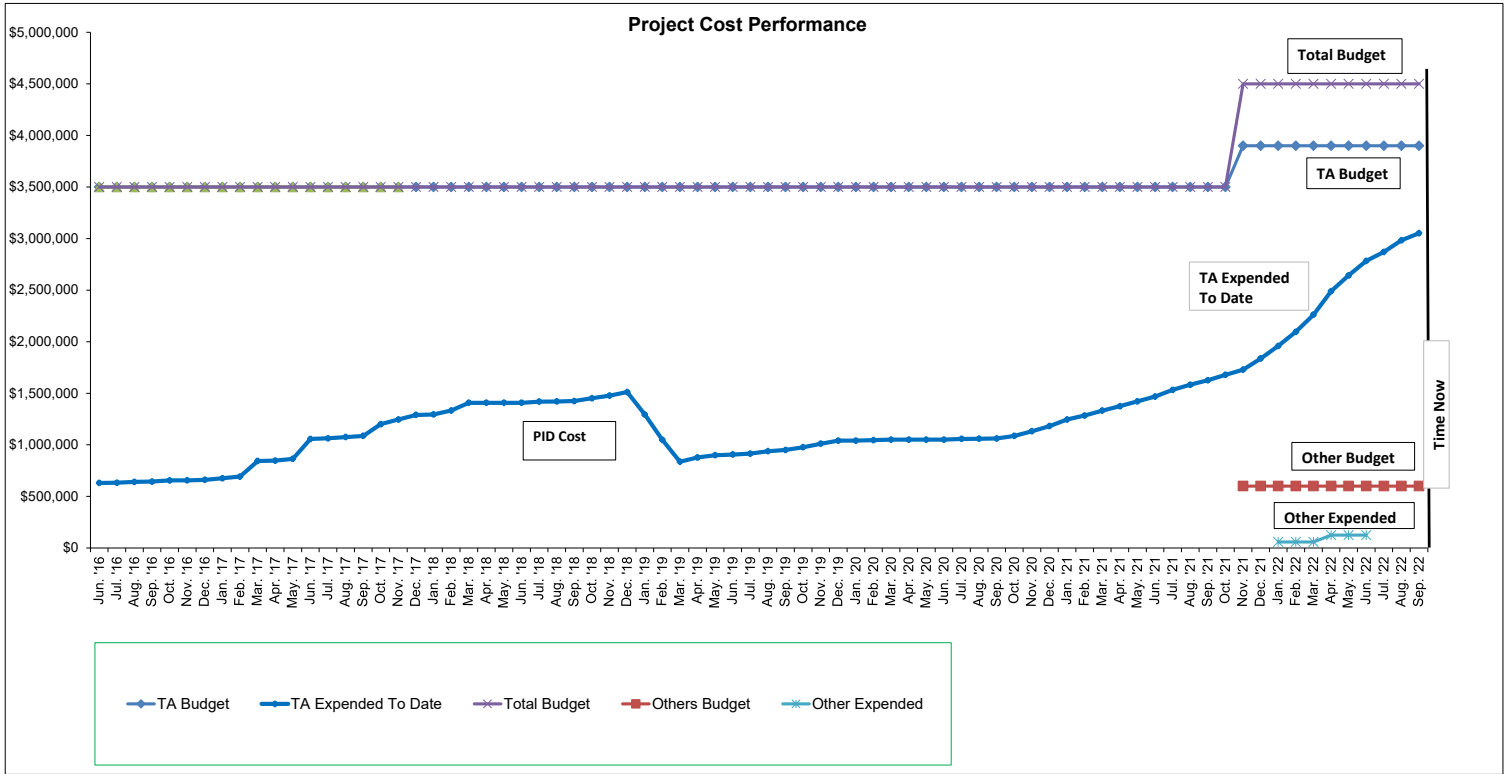
Note: In December 2021, the Board awarded \$6 million Measure A funds for PA/ED (\$1.4 million), PS&E (\$4.2 million) and ROW Support (\$400k)

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$3,051,431	\$848,569	\$3,900,000	\$0
Others	\$600,000	\$549,670	\$50,330	\$600,000	\$0
Total Project	\$4,500,000	\$3,601,102	\$898,898	\$4,500,000	\$0



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

Issues/Notes: None

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 provide the Project Approval, and Environmental Clearance Services (PA&ED) for the construction of the US 101/Produce Avenue Interchange in the City of San Francisco.

The purpose of the project is to:

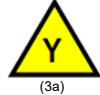
- Enhance safety and improve traffic operations in the vicinity of Produce Avenue and US 101.
- Provide a local east-west connection across US 101 for the southern area of the City of South San Francisco, to help serve commercial traffic at the project area.
- Improve bicycle and pedestrian facilities.
- Accommodate future planned growth in the vicinity of Produce Avenue and US 101.

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 (06/22)		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	08/31/15
PA&ED	05/15/17	09/15/19	07/20/17	06/30/22	07/20/17	11/15/22

Progress This Quarter:

- (1) Maintained PM Coordination with the City, Affected Agencies and Subconsultant Staff.
- (2) Conducted Weekly Project Meetings to Discuss Key Project Issues and Progress.
- (3) Prepared the PS&E support cost per City's request.
- (4) Conduct PDT meetings.
- (5) Updated the estimate for Build Alternative.
- (6) Prepared the comments on the DPR and DEIR with Caltrans Traffic Ops.
- (7) Environmental Technical Studies were prepared and discussed in the Environmental focus meetings with Caltrans.
- (8) Environmental Document submitted the 3rd and later 4th Admin DEIR and addressed Caltrans comments.
- (9) Addressed the comments and updated the 4th Admin DPR.
- (10) Project Report Submitted to Caltrans on 6/21/22.
- (11) Held the public meeting on August 11.

Future Activities:

- (1) Continue to Update the CPM Design Schedule
- (2) Follow up on the draft DSDD with Caltrans
- (3) Follow up on the Environmental Technical reports with Caltrans
- (4) Compile public meeting comments
- (5) Continue working on the FPR and FEIR

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$2,991,376	84%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$149,122	50%	\$300,000	8%
Total	\$3,850,000	100%	\$3,140,498	82%	\$3,850,000	100%

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

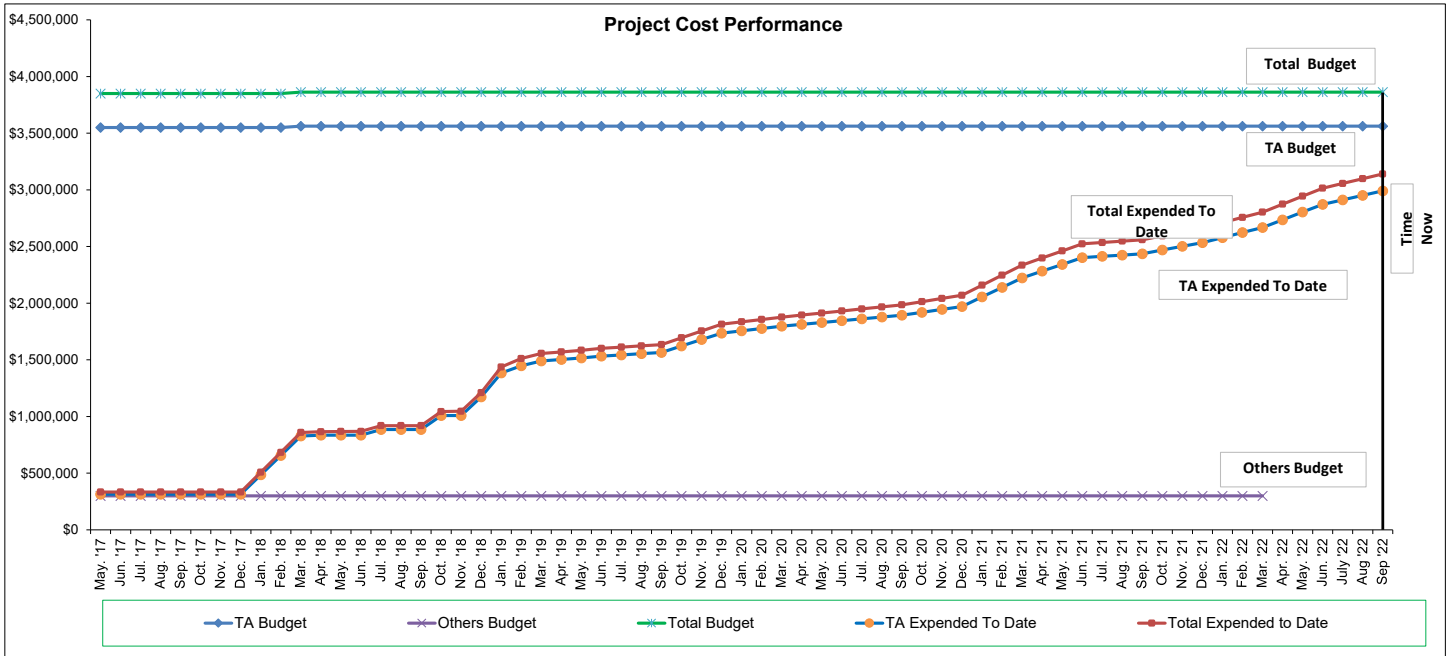
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,991,376	\$558,624	\$3,550,000	\$0
Others	\$300,000	\$149,122	\$150,878	\$300,000	\$0
Total Project	\$3,850,000	\$3,140,498	\$709,502	\$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 cloverleaf interchange to a partial cloverleaf, 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 HQ approved the package for Ready-To-List package. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for Construction phase of the project. Bids were 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 landscaping final design.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (6/30/21)		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	06/30/21	09/01/19	08/31/23

Progress This Quarter:

- (1) Executed the Funding Agreement
- (2) Submitted revised 100% PS&E for Caltrans review
- (3) Drafted Project Specific Maintenance Agreement and continued coordination with Caltrans

Future Activities:

- (1) City to complete the Final PS&E and obtain Caltrans encroachment permit and advertisement
- (2) Caltrans to review and issue encroachment permit
- (3) Review and execute an Amended Project Maintenance Agreement

While the 100% Highway Planting Design is under Caltrans final review and approval, negotiations between the City of San Mateo and Caltrans regarding short and long term maintenance responsibilities has been the primary contributing factor to the delay with finishing the Highway Planting Design. TA staff has offer to facilitate discussions between the two parties to bring closure to this phase.

Issues:

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,357,954	94%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,562,315	96%	\$26,611,535	100%

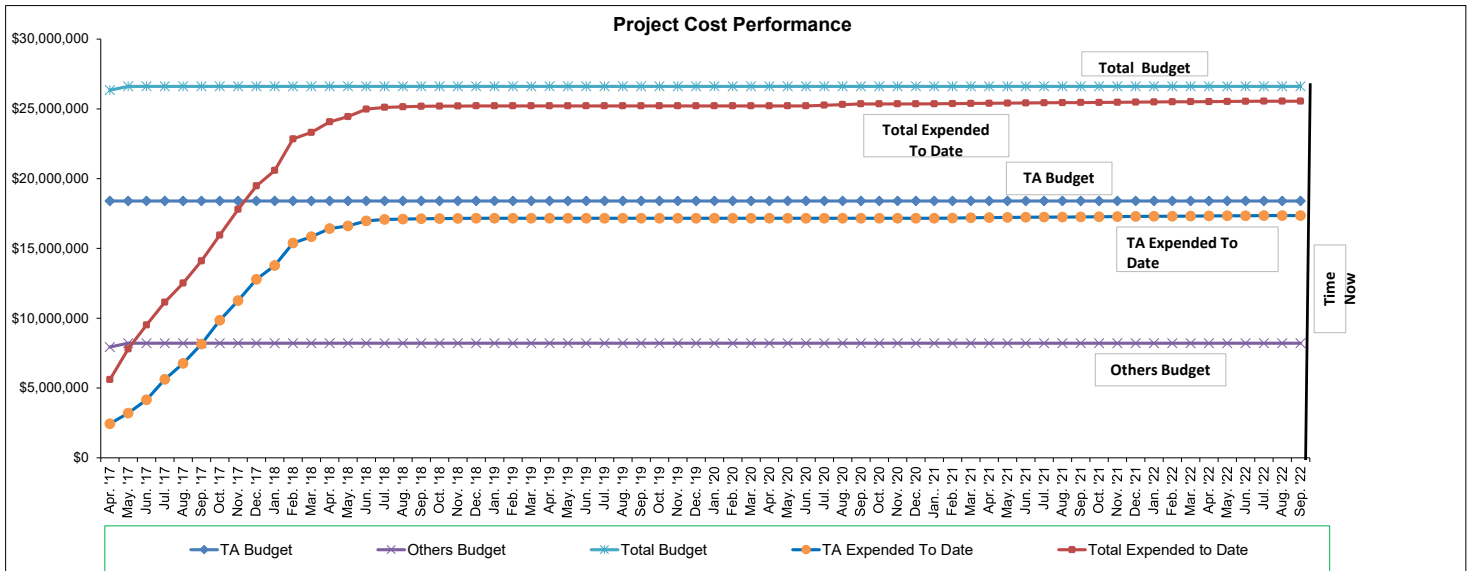
Issues: Project construction cost saving may be made available to fund standard landscaping after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,357,954	\$1,042,046	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,549,649	\$1,061,886	\$26,611,535	\$0

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




* Cost inception from the beginning of construction phase.

Issues: None

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

TA Role: Funding Agency

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

Scope:  This project provides safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project extends the two southbound travel 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 of Main Street and Higgins Canyon Road and modifies 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 was substantially completed in October 2021.

Issues: None

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/Closeout	07/01/20	09/30/21	07/01/20	12/31/21	11/01/21	05/28/22

Progress This Quarter: (1) Construction Notice of Completion was completed and roadway and intersections opened to the public
(2) Caltrans accepted the Project

Future Activities: (1) Coordinate with the City and close the project.

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$3,640,001	92%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$723,774	66%	\$1,095,000	22%
Total	\$5,035,000	100%	\$4,363,775	87%	\$5,035,000	100%

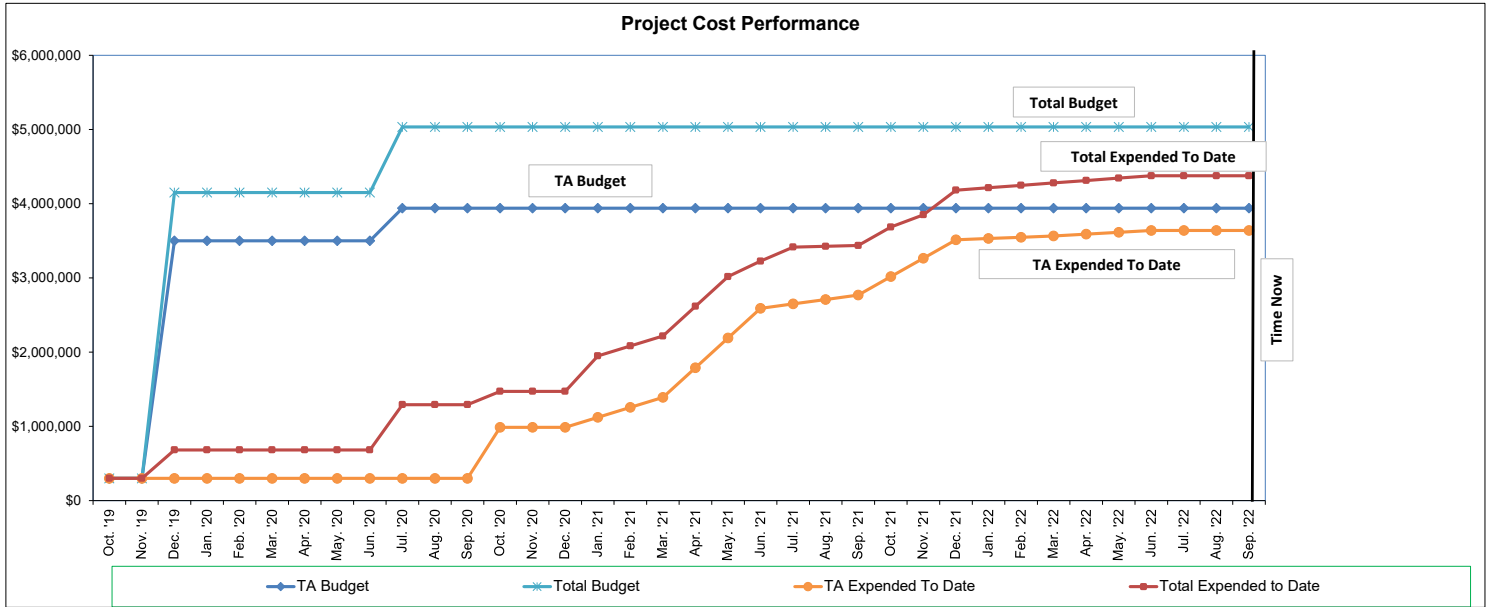
Note: Funding is \$300,000 for design and \$3,640,000 for construction

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	\$3,640,001	\$299,999	\$3,940,000	\$0
Others	\$1,095,000	\$723,774	\$371,226	\$1,095,000	\$0
Total Project	\$5,035,000	\$4,363,775	\$671,225	\$5,035,000	\$0



Issues:


000823 - STATE 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. A new Class I Bicycle and Pedestrian Path will be constructed on the east side of SR 1 from Main Street to Spindrift to connect three eastside neighborhoods with the new

Project Status Summary: The City has submitted Caltrans requested DSDD for the relocation of the PG&E electrical poles. Design of these relocated poles are completed pending final approval to proceed with construction. PG&E has completed the construction of the main gas line relocation to accommodate the project retaining walls. The City is working with Caltrans' ROW to complete the process for construction temporary easements from a private farm adjacent to the project. The City is also pursuing a revision to its current maintenance agreement with Caltrans to include the landscaping, retaining walls, Class I path and the new signal on this project. The City has completed the funding agreement with SMCTA for construction phase of the project. The City is working a biological consultant to identify location of biological mitigation to present to the Planning Commission (per CDP Conditions of Approval).

Issues: PG&E completed the relocation of the gas main on-time but is approx. 6-months behind schedule for the relocation of the 10 electric poles (awaiting Caltrans encroachment permit and easement document).

Schedule: 


	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Major Milestones:						
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	12/31/22	06/15/20	12/31/22
<i>Utility Relocation/ROW Certification & Caltrans Final Encroachment Permit*</i>	05/01/19	12/31/19	05/01/20	12/31/22	06/15/20	06/30/23
<i>Advertise/Award Construction*</i>	02/01/21	03/30/21	02/01/21	03/30/21	07/30/23	08/30/23
<i>Construction*</i>					09/30/23	12/30/24

***Note: Next phase activities and are not included in the Budget below.**

Progress This Quarter: (1) Coordination of utility relocation for PG&E's Gas mainline and Electric Poles.
(2) Completion of construction for the gas mainline relocation to allow for the construction of the project's retaining walls for Class I path.
(3) Continued coordination with Caltrans for resolving Final Design comments.
(4) Continued coordination with Coastside County Water District for water utility impact/relocation
(5) Coordination with Andreini Farms and Caltrans' ROW staff for Temporary Construction Easements.

Future Activities: (1) Obtain Caltrans encroachment permit to Relocate 2 fire hydrants per approval from CCWD. Contractor bids have been received and being executed.
(2) Coordination of new maintenance easements for 10 PG&E electric poles adjacent to the Highway 1 shoulder.
(3) Obtain Caltrans approval for relocation of PG&E electric poles adjacent to the Highway 1 shoulder.
(4) Complete Caltrans ROW process and execute TCE with private land owner – Andreotti Farms.
(5) Complete biological impact-mitigation plan per CDP, to present to the Planning Commission.
(6) Continue negotiating with CCWD for water meter for the project landscaping (temporary two-year dry-season irrigation similar to the South Project). Due to current drought, the City may need to revise its landscape plan to remove the drought tolerant plants with hardscape such as boulders and rocks/DG.

Issues: PG&E is approx. six months behind schedule for electric pole relocation. PG&E's gas main relocation was completed on time. Due to current drought rules from CCWD, the City may need to revise its landscape plan to replace the proposed drought tolerant plants with hardscape features such as boulders and rocks/DG.

Funding: 

		Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA		\$438,500	36%	\$438,500	100%	\$438,500	36%
Others							
	Federal	\$0	0%	\$0	0%	\$0	0%
	State	\$0	0%	\$0	0%	\$0	0%
	City	\$784,500	64%	\$669,610	85%	\$784,500	64%
Total		\$1,223,000	100%	\$1,108,110	91%	\$1,223,000	100%

Note: In December 2021, the Board awarded \$5.275 million of Measure A funds in addition to a previously allocated \$3.2 million for construction. The City's matching fund for construction is \$2.4 million. These amounts are not included in the table above.

Issues: None

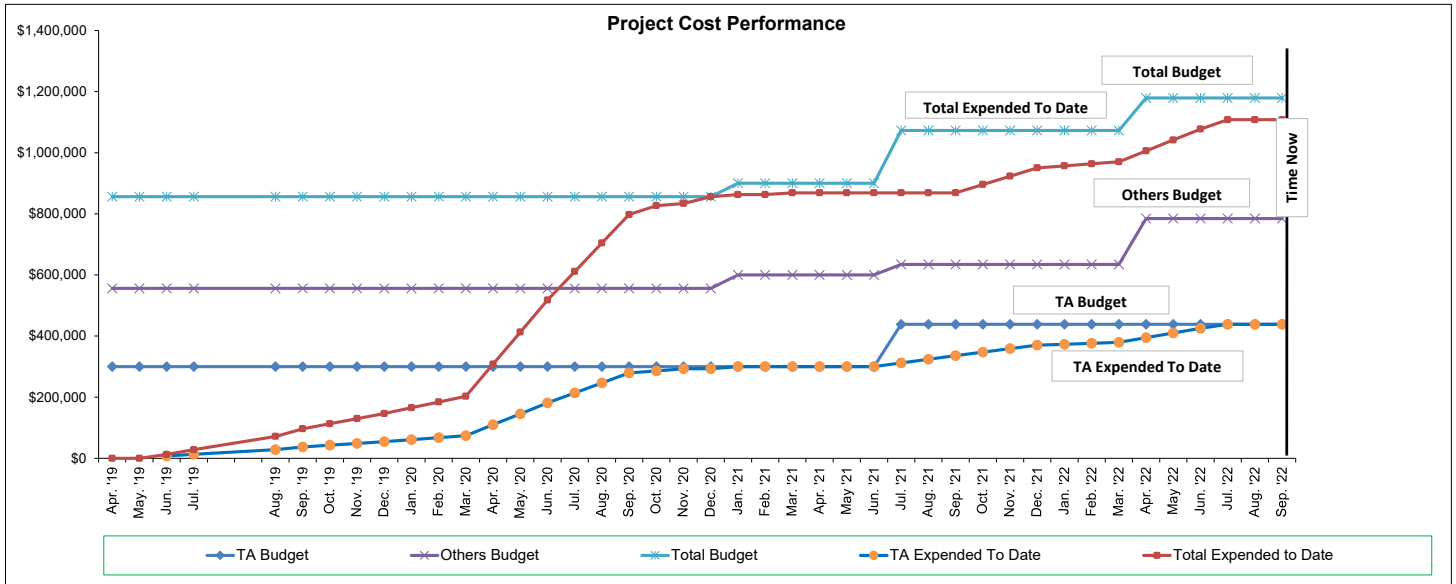
Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$438,500	\$0	\$438,500	\$0
Others	\$784,500	\$669,610	\$114,890	\$784,500	\$0
Total Project	\$1,223,000	\$1,108,110	\$114,890	\$1,223,000	\$0

Note: Budget is for design phase only.

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 from the terminus of US 101 Express Lanes project in San Mateo County near the I-380 interchange to the San Mateo/San Francisco County Line. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Approval/Environmental Document phase of the project is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve the environmental document.

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 Project Approval/Environmental Document (PA/ED) phase of the corridor 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 review phase north of the County line. A Work Directive was issued to the consultants to perform the PA/ED phase. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared. An enhanced public engagement program was added to the project scope.

Issues: None

Schedule:



(3a)

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	11/02/20	12/31/22	11/02/20	06/30/24

Progress

This Quarter:

- (1) Preliminary Geotechnical Design Report was approved.
- (2) Life Cycle Cost Analysis Summary Memo was approved.
- (3) Structures Advance Planning Study Memo was approved
- (4) Community Impact Assessment Report was approved
- (5) Water Quality Assessment Report was approved
- (6) The 2030 and 2050 Traffic Assumption Scenarios with SFCTA Concurred

Future

Activities:

- (1) Visual Impact Assessment Report
- (2) Noise Study Report
- (3) Noise Abatement Decision Report (NADR)
- (4) Air Quality Impact Study
- (5) Traffic Existing Conditions Calibration

Issues: It should be noted that the schedule shifted due to additional scope including additional/enhanced public outreach, additional traffic analysis, and various coordination meetings and efforts with the SFCTA and Caltrans.

Funding :



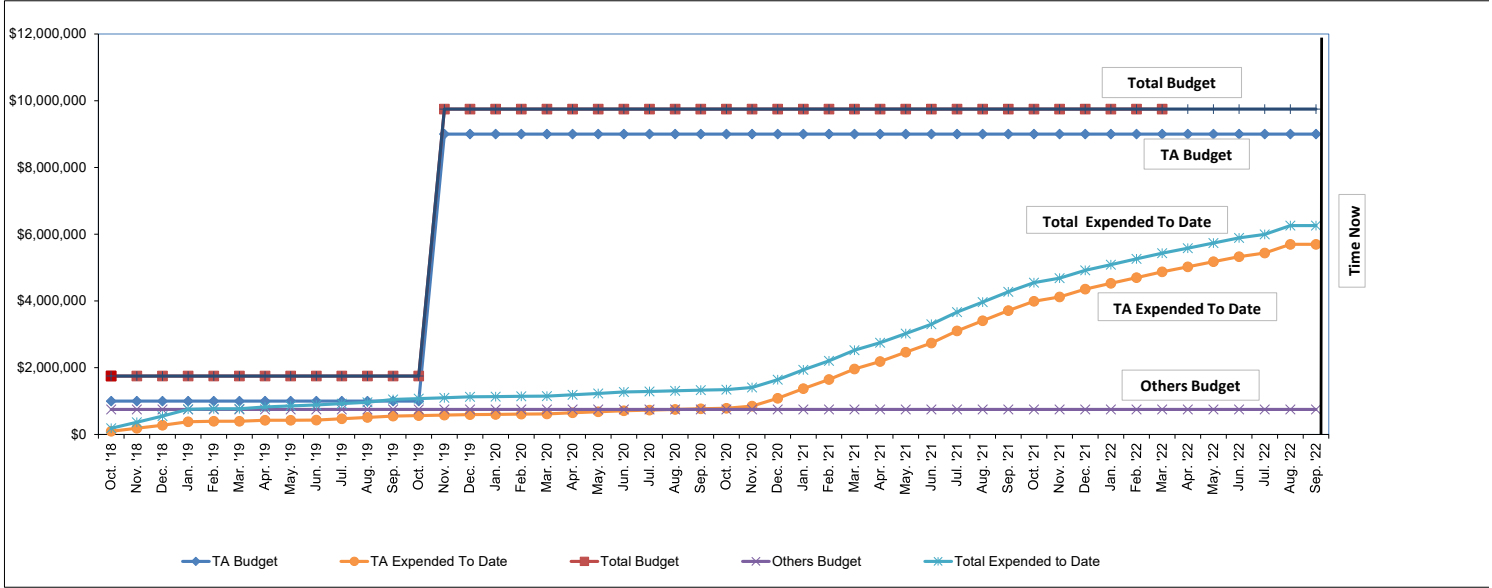
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$5,698,116	63%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$6,258,821	65%	\$9,560,705	100%

Issues: None



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$5,698,116	\$3,301,884	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$6,258,821	\$3,301,884	\$9,560,705	\$189,295

Note: Budget is for PID and PA/ED phases only. In December 2021, the Board awarded \$11,323,000 of Measure A funds for PS&E in addition to the \$5,477,000 of STIP funds.



TA and STP funding for PS&E phase included in FY 2022, Third Quarter

Issues: None

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

TA Role: Co-Sponsor with C/CAG

Co-Sponsors: 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 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 (PA/ED) phase. The PA/ED phase was completed in September of 2021. Caltrans is also the implementing agency of the Design (PS&E) phase which is currently underway.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA/ED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	05/01/22	08/01/23

Progress This Quarter:

- (1) Caltrans continued work on the PS&E phase in coordination with the TA and C/CAG
- (2) Preparation of geometric base maps and plan sheets
- (3) Circulation of 35% Design to the Caltrans Functional Units

Future Activities:

- (1) Continue with Project management and coordination, including design focus meetings
- (2) Start drilling operations
- (3) Conduct third PDT meeting

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$750,000	12%	\$285,384	38%	\$750,000	12%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State/STIP	\$5,611,000	88%	\$2,699,112	48%	\$5,611,000	88%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$6,361,000	100%	\$2,984,496	47%	\$6,361,000	100%

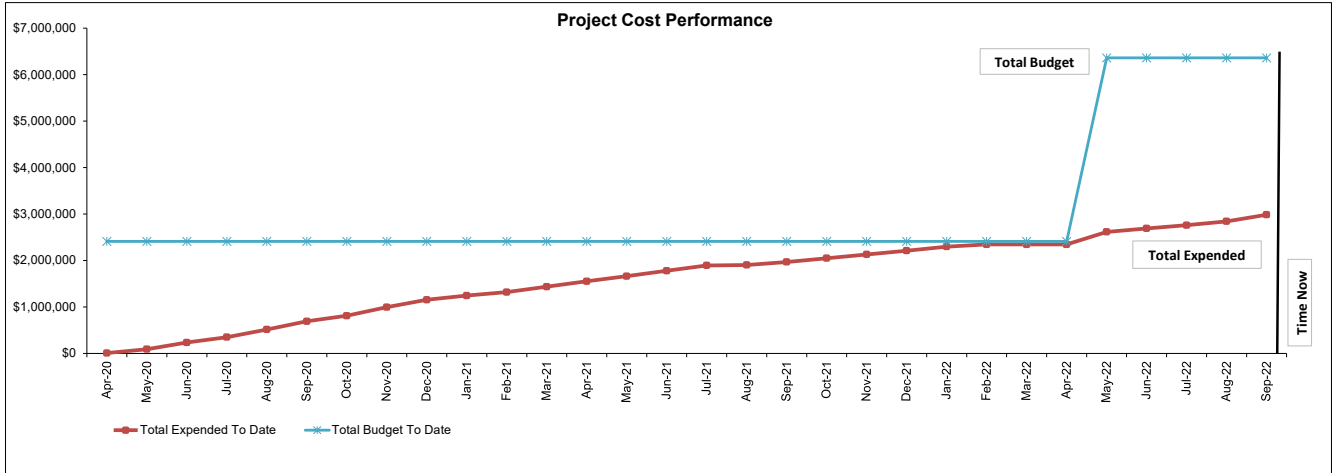
Funding shown is for PA/ED and PS&E phases. In December 2021, the Board awarded \$5,075,000 of Measure W funds for PS&E (\$750,000), ROW and construction.

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$750,000	\$285,384	\$464,616	\$750,000	\$0
Others	\$5,611,000	\$2,699,112	\$2,911,888	\$5,611,000	\$0
Total Project	\$6,361,000	\$2,984,496	\$3,376,504	\$6,361,000	\$0



PS&E and Right of Way funds are included. Construction funds will be included at completion of PS&E

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. The project will study 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:

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document (PID) and enabled the project to be advanced to the Project Approval/Environmental Document (PA/ED) phase. Board approved the transfer of the remaining funds from the PSR-PDS phase to the PA/ED phase for critical path technical studies including traffic engineering studies and topographic survey work.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (5/24)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies (Topographic and Traffic studies)	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	11/30/21
PA/ED	10/01/22	09/30/24	10/01/22	09/30/24	12/01/22	11/30/24

Progress

(1) Project technical studies were completed in November 2021

This Quarter:

(2) The Project scope, cost estimate, and schedule are being finalized in preparation for the request for proposals.

Future Activities:

(1) PA/ED phase will be initiated by issuing a Work Directive Proposal Request through a competitive process

(2) A consultants team will be selected to perform the PA/ED tasks and obtain environmental approval

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$12,200,000	85.78%	\$1,386,283	11%	\$12,142,530	86%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	0.16%	\$8,217	36%	\$23,000	0%
Other	\$2,000,000	14.06%	\$0	0%	\$2,000,000	14%
Total	\$14,223,000	100%	\$1,394,500	10%	\$14,165,530	100%

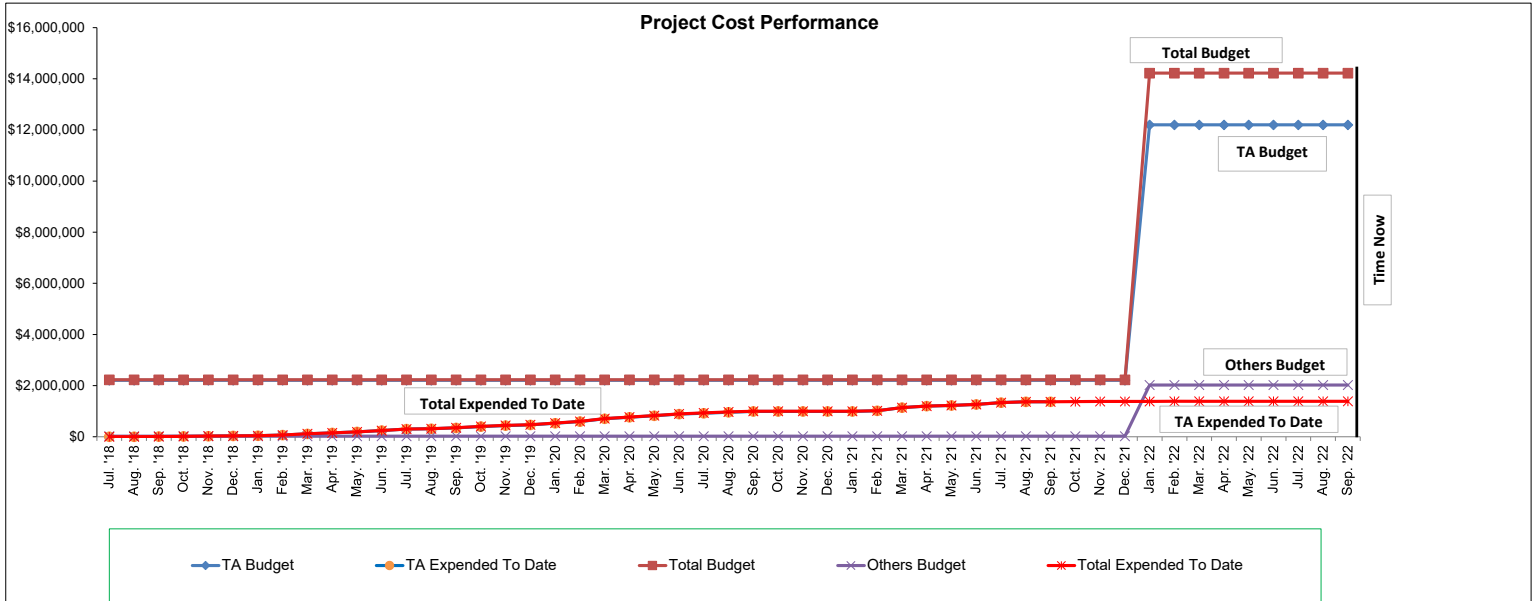
Issues:

TA Board allocated \$10.2 million of Measure A funds towards the environmental review phase in December 2021.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$12,200,000	\$1,386,283	\$10,756,247	\$12,142,529.71	\$57,470
Others	\$2,023,000	\$8,217	\$2,014,675	\$2,022,892	\$108
Total Project	\$14,223,000	\$1,394,500	\$12,770,921	\$14,165,421	\$57,579



Other's funding include RM 3 funding of \$2,000,000 included in FY 2022 Third Quarter

Issues:

None

100321 - STATE ROUTE 1/MANOR DRIVE OVERCROSSING IMPROVEMENT PROJECT

TA Role: Funding Agency
Sponsor: City of Pacifica

Scope:



The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach onto the opposing lane. The Project will also provide sidewalks, bike lanes, and two bus stops including shelters on the widened Manor Drive overcrossing. New signals equipped with pedestrian heads will replace the stop controls at Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard, along with improved crosswalk markings and ADA compliant curb ramps. The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound SR 1 without traveling through the Manor Drive/Oceana Boulevard intersection. Aesthetic treatments of the Manor Drive overcrossing railing, barriers, retaining walls, landscaping, hardscaping and upgraded lighting in coordination with Caltrans.

Project Status Summary:

Team coordination meetings have been held twice a month. The meetings include discussions regarding traffic, preliminary geometrics, environmental, stormwater evaluations, preliminary right-of-way and utility requirements, risk management plans and quality management plan. The project kickoff was held on August 19, 2022. Focus meetings with Caltrans Structure, Design and Traffic were held to discuss the project conceptual plans.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning (PID phase)	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	03/15/23
Environmental (PA/ED phase)	12/31/22	06/30/24	04/01/23	08/30/24	04/01/23	08/30/24

Progress This Quarter:

- (1) Data Gathering/Traffic Counts conducted and a Draft VMT Decision Document and TEPA being prepared
- (2) Developed geometrics and evaluation of design alternatives.
- (3) Produced project area map, and evaluated truck/bus turning radii and dimensions
- (4) Initiation of Intersection Control Evaluation, and evaluation of Non-Standard Design Features
- (5) Drafting of Project Purpose and Need Statement, ISA and PEAR
- (6) Drafting of Storm Water Data Report, Utility Maps and R/W Mapping, and Risk Management Plan and Quality Management Plan
- (7) Executed Caltrans Cooperative Agreement.
- (8) Schedule kickoff meeting with Caltrans Functional Groups to discuss project and review
- (9) Conducted Bi-weekly project meetings with to Discuss key project issues and progress, continued collecting data on project utilities
- (10) Continued working on the alternatives
- (11) Prepared Caltrans encroachment permit
- (12) Updated the PID schedule

Future Activities:

- (1) Continue to develop and evaluate Design Alternatives
- (2) Continue to work on the Environmental Assessment, Storm Water Data Report, Utility Maps & R/W Mapping
- (3) Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans
- (4) Address Caltrans comments on the draft Purpose and Need
- (5) Address Caltrans comments on the draft Quality Management Plan(QMP) and submit to Caltrans
- (6) Update the PID schedule

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,700,000	90%	\$187,431	7%	\$2,700,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$300,000	10%	\$21,904	7%	\$300,000	10%
Total	\$3,000,000	100%	\$209,335	7%	\$3,000,000	100%

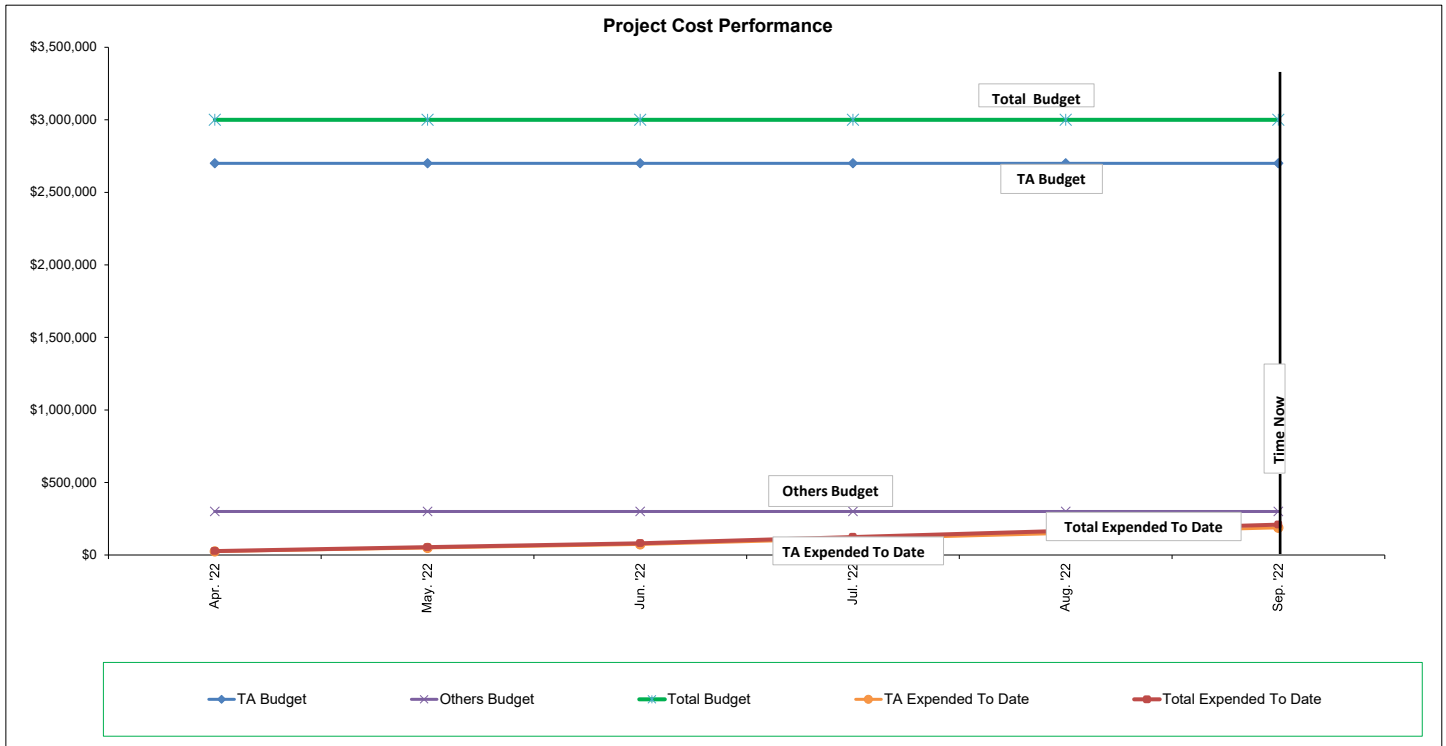
Issues:

None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,700,000	\$187,431	\$2,512,569	\$2,700,000	\$0
Others	\$300,000	21,904	\$278,096	\$300,000	\$0
Total Project	\$3,000,000	\$209,335	\$2,790,665	\$3,000,000	\$0



Issues: None

100663 - Moss Beach - SR1 Congestion & Safety IMPROVEMENTS PROJECT

TA Role: Funding Agency
 Sponsor: City of Pacifica

Scope:



The project segment of State Route (SR) 1 is bounded by 16th Street at the northerly end and by Cypress Avenue at the southerly end. The project is to improve multi-modal traffic operations and safety along the project segment of SR 1, including at the three primary intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue in the unincorporated County Moss Beach area. Scope of project includes Project Initiation Documents (PIDs), prepare a Project Study Report – Project Development Support (PSR-PDS) and Encroachment Permit stages.

Project Status

Summary:

The final PPS report was completed, and PPS phase closed. The project is currently in coordination with the County of San Mateo and Caltrans for the Project Initiation Documents (PID) phase of the project, the PSR-PDS will identify the types of environmental documents that will serve the PID to advance the project to the environmental study phase. The project is currently in preparation to collect data and refine alternatives.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning (PID phase)	05/01/22	01/28/23	08/22/22	11/28/23	08/22/22	11/28/23

Progress This Quarter:

- (1) Held biweekly project meetings
- (2) Data Gathering/Traffic Counts conducted and a Draft VMT Decision Document and TEPA being prepared
- (3) Developed geometrics and evaluation of design alternatives.
- (4) Produced project area map, and evaluated truck/bus turning radii and dimensions
- (5) Initiation of Intersection Control Evaluation, and evaluation of Non-Standard Design Features
- (6) Drafting of Project Purpose and Need Statement, ISA and PEAR
- (7) Drafting of Storm Water Data Report, Utility Maps and R/W Mapping, and Risk Management Plan and Quality Management Plan
- (8) Executed Caltrans Cooperative Agreement.

Future Activities:

- (1) Schedule kickoff meeting with Caltrans Functional Groups to discuss project and review
- (2) Continue to develop and evaluate Design Alternatives
- (3) Continue to work on "Purpose and Need" of the project
- (4) Continue to work on the Environmental Assessment, Storm Water Data Report, Utility Maps & R/W Mapping

Issues: None

Funding :



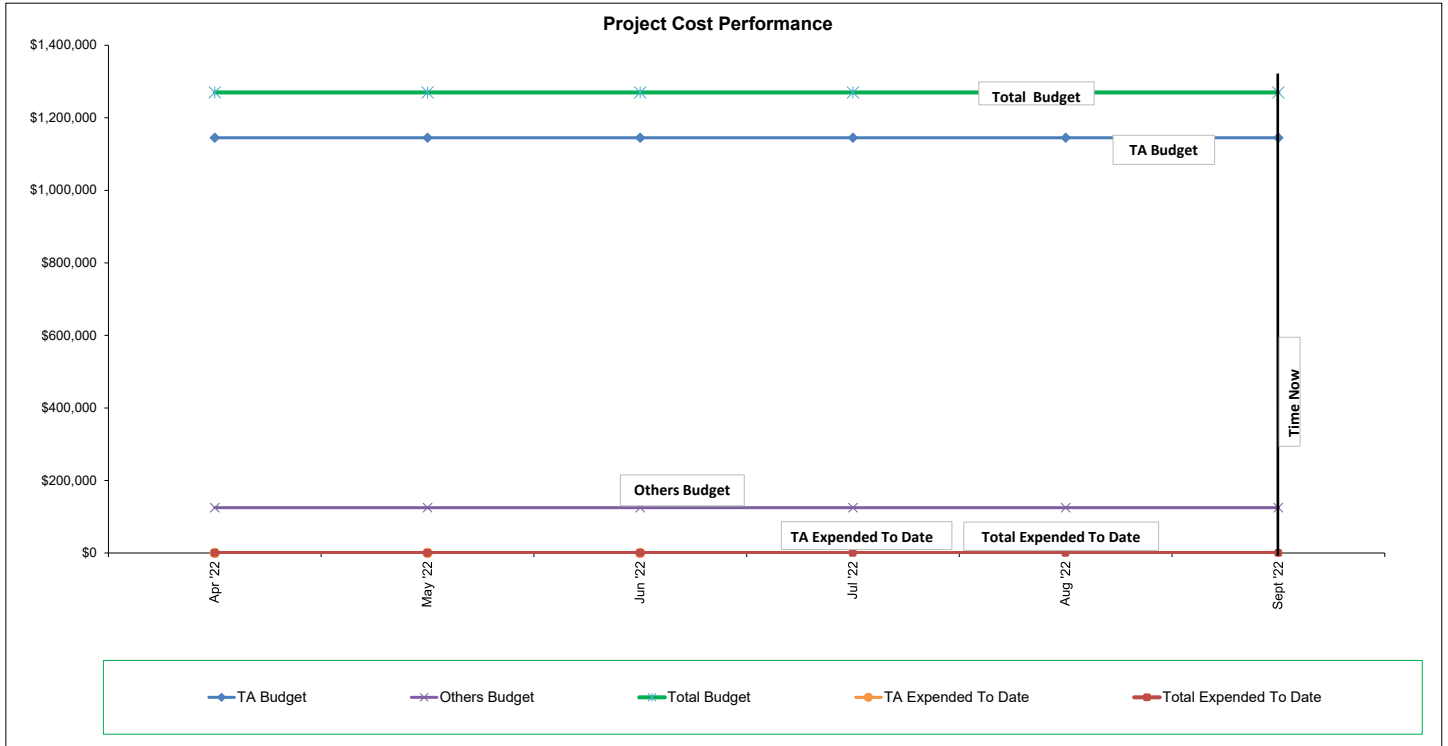
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,145,000	90%	\$0	0%	\$1,145,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$125,000	10%	\$0	0%	\$125,000	10%
Total	\$1,270,000	100%	\$0	0%	\$1,270,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,145,000	\$0	\$1,145,000	\$1,145,000	\$0
Others	\$125,000	-	\$125,000	\$125,000	\$0
Total Project	\$1,270,000	\$0	\$1,270,000	\$1,270,000	\$0



Issues: None

Level 2 Projects
Caltrain - Grade
Separations &
Station
Improvements

25th Avenue Grade Separation

JPB Project # **002088**
 TA Project # **000812**

Table 1. Status Summary and Total Project Performance

Project Phase: **6 - Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.75%	0.50%	100%

SCOPE Summary

This project will raise the vertical alignment and provide grade separations between Hillsdale Boulevard and SR-92 in the City of San Mateo, including:

- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

The work included the final design/environmental (CEQA and NEPA) clearance work and construction to replace the existing 25th Avenue at-grade crossing with a two-track elevated grade separation. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues and will allow for new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues in San Mateo, California.

Project Manager: Andy Kleiber
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: Shimmick/Disney Joint Venture

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	16
Type II Incidents	0	2

25th Avenue Grade Separation

JPB Project # 002088
 TA Project # 000812

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	05/15/22	05/15/22	0	0
Gate 6 - Substantial Completion	08/12/22	08/12/22	0	0
Gate 7 - Startup/Turnover	11/01/22	11/01/22	0	0
Gate 8 - Project Closeout	01/31/23	01/31/23	0	0

25th Avenue Grade Separation

JPB Project #
TA Project #

002088
000812

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	2,025	4,427	6,452	6,452	0	0.0%
Environmental	1200	385	278	663	663	0	0.0%
Real Estate	2100		8,984	8,984	8,984	0	0.0%
Utilities Relocations	2200		24,377	24,377	24,377	0	0.0%
Construction ODCs	2300		18	18	18	0	0.0%
Const./Impl. Contracts	3100		117,300	117,300	117,300	0	0.0%
Construction Management	4100		13,397	13,397	13,397	0	0.0%
Design Support During Const.	4200		5,756	5,756	5,756	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,804	2,795	2,795	0	0.0%
Project Management	5100	585	6,677	7,262	7,262	0	0.0%
Project & Document Control	5200	80	1,890	1,970	1,970	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	748	766	766	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		86	86	86	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		1,297	1,297	1,297	0	0.0%
Equip./Material Purchases	6100		134	134	134	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	45	7,949	7,994	7,994	0	0.0%
Undefined and others	0000		1,987	1,987	1,987	0	0.0%
Subtotals	NA	4,128	197,347	201,475	201,475	0	0.0%
Unknown Risks	NA	NA	NA	NA	380		
Unallocated Contingency	9900	372	8	380	NA	0	0.0%
Grand Totals	NA	4,500	197,355	201,855	201,855	0	0.0%
(*) ICAP already included in totals above			4,940	4,940	4,940	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
SMCTA	Local	3,700	92,410	96,110	96,110	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
Totals		4,700	197,155	201,855	201,855	0

25th Avenue Grade Separation

JPB Project # **002088**
 TA Project # **000812**

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Purchase a generator.	PCJPB	Coordinate with the City of San Mateo for the purchase of generator.	\$ 100	High
	The City of San Mateo still wants to purchase a generator as a backup for the storm water pump on 31st Ave and invoice the project.		0	
No ROW fencing at old Hillsdale Station	JPB/HDR	TASI is on board to install fence (using a subcontractor).	\$ 150	High
	Procurement/Budgeting.			

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
AT&T Settlement.	JPB Proposed settlement has been sent to AT&T.	Legal to follow up with AT&T	TBD
Covid 19/Number of Changes.	SDJV Resolved.	Board has approved the settlement and Global Change Order was paid.	9/30/2022
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	12/31/2022

KEY ACTIVITIES - Current Reporting Quarter

Board has approved the settlement and Global Change Order was paid to the contractor. Continued working on closing out the construction contract.

NEXT KEY ACTIVITIES

Continue working on closing out the construction contract.

PROJECT NOTES

None.

25th Avenue Grade Separation

JPB Project #
TA Project #

002088
000812

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole

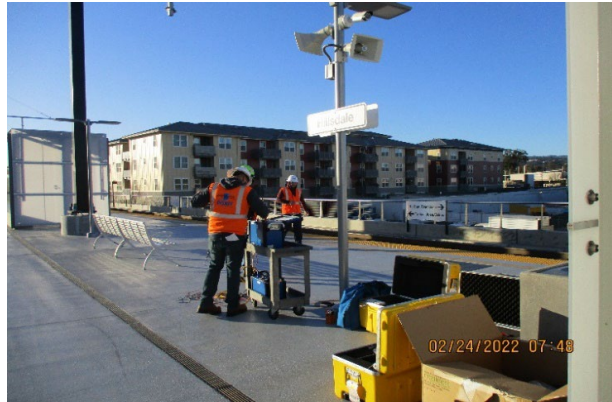


Photo 2 - OCS Grounding Testing.



Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

Burlingame Broadway Grade Separation

JPB Project # **100244**
 TA Project # **000813**

Table 1. Status Summary and Total Project Performance

Project Phase: **4 - Development (65%)**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
4.0%	0.3%	100%

SCOPE Summary

This project will grade separate the Broadway railroad crossing in the City of Burlingame by partially elevating the rail and partially depressing the roadway. The elevated rail alignment will require the reconstruction of the Broadway Caltrain Station. Reconstruction of the Broadway Caltrain Station will remove the operational requirement of the hold-out rule. Currently the project is funded up to "Final Design" phase.

Project Manager: Alex Acenas
 Principal Designer: Mark Thomas
 Const. Contractor: NA

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Gate 3 - 35% Development Complete	01/07/22	01/07/22	0	0
Finish Value Engineering Work	01/07/22	01/07/22	0	0
Gate 4 - 65% Development Complete	11/11/22	11/11/22	0	0
Environmental Clearance Complete	12/08/23	12/08/23	0	0
Gate 5 - 100% Development Complete / IFB	01/05/24	01/05/24	0	0
ROW Permits Complete	06/30/24	06/30/24	0	0
IFB	07/01/24	07/01/24	0	0
Main Contract Award	10/31/24	10/31/24	0	0
NTP	11/01/24	11/01/24	0	0
Gate 6 - Substantial Completion	04/30/28	04/30/28	0	0
Gate 7 - Start-Up/Turnover Complete	08/01/28	08/01/28	0	0
Gate 8 - Project Closeout Complete	12/01/28	12/01/28	0	0

Burlingame Broadway Grade Separation

JPB Project #

100244

TA Project #

000813

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	15,808		15,808	15,808	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	6,448		6,448	6,448	0	0.0%
Utilities Relocations	2200	6,240		6,240	6,240	0	0.0%
Const./Impl. Contracts	3100	242,944		242,944	242,944	0	0.0%
Construction Management	4100	5,200		5,200	5,200	0	0.0%
Design Support During Const.	4200	1,040		1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040		1,040	1,040	0	0.0%
Agency/ODCs	5000	73		73	73	0	0.0%
Project Management	5100	5,096		5,096	5,096	0	0.0%
Project & Document Control	5200	426		426	426	0	0.0%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	151		151	151	0	0.0%
Legal	5500	42		42	42	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	52		52	52	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	83		83	83	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	667		667	667	0	0.0%
Subtotals	NA	287,740	0	287,740	287,740	0	0.0%
Unknown Risks	NA	NA	NA	NA	28,663	0	0.0%
Unallocated Contingency	9900	28,663		28,663	NA		
Grand Totals	NA	316,403	0	316,403	316,403	0	0.0%
(*) ICAP already included in totals above		12,169	0	12,169	12,169	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Burlingame Broadway Grade Separation

JPB Project # **100244**
 TA Project # **000813**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA Cap Contr	Local	4,550	18,863	23,413	23,413	0
City of Burlingame MOU Grad Sep	Other	1,500	500	2,000	2,000	0
Totals		6,050	19,363	25,413	25,413	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1. Right of Way Acquisition - SMCTA and City & County of San Francisco	City, SMCTA, JPB ----- Coordinating with Real Estate.	Determine funding source, seek funds for acquisition.	\$11M -----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

A Notice to Proceed to be issued soon to CPM so that the one-day qualitative and quantitative analysis workshop can be scheduled. Assisted the City in preparing their application for the Rail Crossing Elimination Grant Program due October 4th. Held focus meetings with Real Estate to discuss overall approach regarding future discussions with UPRR regarding underground utilities relocation & acquisition of TA property and CCSF property needed for the project. Contractor is preparing to submit Amendment No. 2 for additional services.

NEXT KEY ACTIVITIES

Coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of SMCTA and CCSF property within the project limits valued at approximately \$11 million will continue. Conduct field diagnostic meeting with CPUC on October 7th. Attend the City Council meeting on October 3rd to discuss outcome of July 13th public outreach regarding aesthetics and landscaping options.

PROJECT NOTES

Burlingame Broadway Grade Separation

JPB Project # 100244
TA Project # 000813

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)











Photo 4 - Center Board Platform (rendering)

South San Francisco Station Improvement Project

JPB Project # **002146**
 TA Project # **000824**

Table 1. Status Summary and Total Project Performance

Project Phase: **6 - Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC / Budget
98.8%	0.00%	99%

1. Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Request the Management Committee to rebaseline the schedule. The date to submit the request is still TBD.

SCOPE Summary

This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco (CSSF).

Key elements of the project include:

1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

Project Manager: Hubert Chan
 Principal Designer: RSE
 Const. Contractor: ProVen Management, Inc.

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	22
Type II Incidents	0	2

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTP	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Substantial Completion	11/30/21	11/30/21	0	0
Station Opening	01/10/22	01/13/22	-3	0
Gate 6 - Substantial Completion	02/28/22	10/03/22	-217	-64
Gate 7 - Start-Up/Turnover Complete	07/31/22	10/03/22	-64	-64
Gate 8 - Project Closeout Complete	03/31/22	12/31/22	-275	-61

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	3,127	-457	2,670	2,670	0	0.0%
Environmental	1200	100	0	100	100	0	0.0%
Real Estate	2100	0	220	220	220	0	0.0%
Utilities Relocations	2200	200	6,020	6,220	6,220	0	0.0%
Const./Impl. Contracts	3100	37,000	23,210	60,210	60,210	0	0.0%
Construction Management	4100	3,323	9,358	12,681	12,681	0	0.0%
Design Support During Const.	4200	1,109	0	1,109	1,109	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	0	0	0	0	0.0%
Project Management	5100	2,664	5,282	7,946	7,946	0	0.0%
Project & Document Control	5200	126	0	126	126	0	0.0%
Finance/Accounting	5300	63	0	63	63	0	0.0%
Contracts & Procurement	5400	116	0	116	116	0	0.0%
Legal	5500	50	0	50	50	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100	0	155	155	155	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,454	4,110	4,110	0	0.0%
Subtotals	NA	49,533	46,242	95,775	95,775	0	0.0%
Unknown Risks	NA	NA	NA	NA		825	100.0%
Unallocated Contingency	9900	6,767	-5,942	825	NA		
ICAP			1,612	1,612		1,612	100.0%
Grand Totals	NA	56,300	40,300	96,600	95,775	1,612	1.7%

(*) ICAP already included in totals above

	2,681	1,919	4,600	4,561	39	0.9%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Capital fund from operations source	Other		1,300	1,300	1,300	-
SMCTA Cap Contr to JPB/SAMTR	Other	49,100	(5,028)	44,072	44,572	(500)
CA-2017-057-01	Federal		38,828	38,828	38,828	-
CSSF MOU-SSF Caltrain Station	Local	5,900	6,500	12,400	9,900	2,500
Totals		55,000	41,600	96,600	94,600	2,000

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
1. Stainless steel paneling for underpass wall	Hubert Chan ----- Issued field instruction to PMI based on 50/50 cost sharing. Contractor has placed order for stainless steel	Install stainless steel paneling for underpass wall to cover water leak stains as warranty work.	12/31/2022
2. Fire Suppression System (need to install a new fire hydrant to support existing fire suppression system)	Hubert Chan ----- Agreement was made with the City of SSF Fire Department to relocate dry hose connection. A new fire hydrant will not be needed. PMI has declined this extra work. Seeking new contractor to perform the work.	Relocate dry hose connection.	12/31/2022

KEY ACTIVITIES - Current Reporting Quarter

Contractor completed administrative punch list submittals (including warranties and O&M manuals). Designer completed and submitted project as-builts. Issued Substantial Completion.

NEXT KEY ACTIVITIES

Process the final Progress Payment. Acquire conditional release from PMI and begin work on Final Acceptance. Agency staff to prepare lessons learned session and to revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.

PROJECT NOTES

South San Francisco Station Improvement Project

JPB Project #

002146

TA Project #

000824

PROJECT PHOTOS



Photo 1 - Shuttle bus pick up area



Photo 2 - Shelter with ticket machine



Photo 3 - Ramp 3



Photo 4 - New platform looking north MT-2

South Linden Avenue and Scott Street Grade Separation

JPB Project # **002152**
 TA Project # **000814**

Table 1. Status Summary and Total Project Performance

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Project Phase: **3 - Development (35%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.5%	0.00%	100%

SCOPE Summary

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other.

The Cities of South San Francisco and San Bruno are co-sponsors of the Project.

Project Manager: Alexander Acenas
 Principal Designer: TBD
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Environmental Clearance Complete	04/30/23	04/30/23	0	0
Gate 3 - 35% Development Complete	10/31/24	10/31/24	0	0
Gate 4 - 65% Development Complete	10/31/25	10/31/25	0	0
Gate 5 - 100% Development Complete/IFB	04/30/27	04/30/27	0	0
ROW Permits Complete	03/31/28	03/31/28	0	0
IFB	10/01/27	10/01/27	0	0
Main Contract Award	04/30/28	04/30/28	0	0
NTP	05/01/28	05/01/28	0	0
Gate - 6 Substantial Completion	06/30/31	06/30/31	0	0
Gate - 7 Start-up/Turnover Complete	10/31/31	10/31/31	0	0
Gate - 8 Project Closeout Complete	01/31/32	01/31/32	0	0

South Linden Avenue and Scott Street Grade Separation

JPB Project #

002152

TA Project #

000814

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	15,976		15,976	15,976	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	8,216		8,216	8,216	0	0.0%
Utilities Relocations	2200	7,904		7,904	7,904	0	0.0%
Const./Impl. Contracts	3100	230,880		230,880	230,880	0	0.0%
Construction Management	4100	6,240		6,240	6,240	0	0.0%
Design Support During Const.	4200	1,300		1,300	1,300	0	0.0%
Testing & Commissioning	4300	1,300		1,300	1,300	0	0.0%
Agency/ODCs	5000	78		78	78	0	0.0%
Project Management	5100	1,508		1,508	1,508	0	0.0%
Project & Document Control	5200	468		468	468	0	0.0%
Finance/Accounting	5300	135		135	135	0	0.0%
Contracts & Procurement	5400	187		187	187	0	0.0%
Legal	5500	62		62	62	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	62		62	62	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	104		104	104	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	177		177	177	0	0.0%
Oper. Support	8100	749		749	749	0	0.0%
Subtotals	NA	277,635	0	277,635	277,635	0	0.0%
Unknown Risks	NA	NA	NA	NA	27,725	0	0.0%
Unallocated Contingency	9900	27,725		27,725	NA		
Grand Totals	NA	305,360	0	305,360	305,360	0	0.0%

(*) ICAP already included in totals above 11,745 0 11,745 11,745 0 0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
San Mateo County TA	Local	650	4,950	5,600	5,600	0
City of San Bruno	Local	60	163	223	189	34
City of South San Francisco	Local	100	387	487	407	80
SAMTR Non CCF Prepaid	Local	85		85	85	0
Totals		895	5,500	6,395	6,281	114

South Linden Avenue and Scott Street Grade Separation

JPB Project # **002152**

TA Project # **000814**

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
	-----		\$ -	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue	Melissa Reggiardo/Dennis Kearney ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High-Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD

KEY ACTIVITIES - Current Reporting Month

The MOU for the PE-EC phase has been fully executed. The RFP for Preliminary Engineering phase design consultant will be issued on October 11th. Proposals will be due early December. If interviews will be conducted, they will be held in early January. Target for award of contract is March.

NEXT KEY ACTIVITIES









Issue RFP. Respond to any requests for information related to the RFP.

PROJECT NOTES

Whipple Avenue Grade Separation Study

JPB Project # **100410**
 TA Project # **100579**

Table 1. Status Summary and Total Project Performance

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Project Phase: 2 - **Development (0-15%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	N/A	100%

Project schedule extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. It is still to be determined when the project goes to the Management Committee to request a re-baseline.

SCOPE Summary

A potential grade separation at Whipple Avenue in Redwood City is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, accommodate greater frequency of Caltrain service, and the eventual addition of high-speed rail service. Whipple Avenue is not the only at-grade crossing in Redwood City, however, and thus a potential grade separation at Whipple Avenue is being studied with potential grade separations at Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. There is a high likelihood that multiple streets would be integrated into one grade separation project.

PLANNING SCOPE Summary

The Whipple Avenue Grade Separation Planning Study builds upon previously completed studies. The alternatives analysis and design work in this Study considers and incorporates where appropriate, design work done in the 2009 Footprint Study for the six at grade crossings mentioned above. The scope of work also focuses on alternatives for grade separation that accommodate a four-track station to allow for transfers between Caltrain local and express trains, as well as for the future high-speed rail service, per the Long-Range 2040 Service Vision. Much consideration is also being given to multiple near-term development projects in close vicinity to the potential grade separations and station expansion as additional land adjacent to the Corridor is needed to ensure the viability of the future transit infrastructure projects. Given the complexity of the planning context in the vicinity of the potential grade separations, there may be multiple alternatives selected as preferred at the end of the Study, unless there is strong preference for just one.

Redwood City serves as the Project Sponsor for the Study, providing input on the alternatives and informing the Study in terms of new development in close proximity to the potential grade separations. City staff are the public face of the project, and help promote, facilitate and participate in public outreach efforts in coordination with the JPB. The JPB is the implementing agency and contracts with AECOM, the project consultant, to conduct the planning work and to prepare a project summary upon completion of the scope of work.

Project Manager: David Pape
 Principal Designer: TBD
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Whipple Avenue Grade Separation Study

JPB Project # 100410
TA Project # 100579

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	02/28/22	05/31/22	-92	0
Alternative Analysis and Recommendation	03/31/22	06/10/22	-71	0
Draft Report Production	05/31/22	07/05/22	-35	0
Final Report Production	06/30/22	09/30/22	-92	-30
Gate 2 - 15% Development Complete	09/30/22	TBD	0	0

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	1,151		1,151	1,151	0	0.0%
Environmental	1200	0		0	0	0	
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Const./Impl. Contracts	3100	0		0	0	0	
Construction Management	4100	0		0	0	0	
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	0		0	0	0	
Project & Document Control	5200	0		0	0	0	
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	0		0	0	0	
Legal	5500	0		0	0	0	
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	0		0	0	0	
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	0		0	0	0	
Equip./Material Purchases	6100	0		0	0	0	
CallMod Program	7100	0		0	0	0	
Oper. Support	8100	0		0	0	0	
Subtotals	NA	1,151	0	1,151	1,151	0	0.0%
Unknown Risks	NA	NA	NA	NA	0		
Unallocated Contingency	9900	0		0	NA		
Grand Totals	NA	1,151	0	1,151	1,151	0	0.0%
(*) ICAP already included in totals above		18	0	18	18	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Whipple Avenue Grade Separation Study

JPB Project # **100410**
 TA Project # **100579**

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100		100	100	0
Totals		850	301	1,151	1,151	0

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter

The consultant updated the draft final project summary report and outreach summary and submitted it to the City and Caltrain for final review. City and Caltrain staff completed final review and the consultant is making final edits.

NEXT KEY ACTIVITIES

The scope of work for the next phase of the Redwood City Grade Separation project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

PROJECT NOTES

Watkins Ave Grade Crossing Safety Improvements

JPB Project # **100522**
 TA Project # **100579**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
20.16%	0.44%	100%

SCOPE Summary

The scope intended for this Project would include safety improvements at Watkins Ave include the following:

1. Installation of quad or exit gates
2. Installation of new pedestrian gates
3. Pavement markers and markings
4. Sidewalk improvements including guard railing and fencing
5. Installation of new sidewalk lighting
6. Contribute to the Atherton station site improvements done by the Town of Atherton

Project Manager: Robert Tam
 Principal Designer: HNTB
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	01/21/22	11	0
100% Design Complete	06/30/22	06/30/22	0	0
Gate 5 - 100% Development/IFB Complete	07/31/22	07/31/22	0	0
IFB	09/30/22	09/30/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	01/05/23	0	0
NTP	02/06/23	02/06/23	0	0
Gate 6 - Substantial Completion	12/01/23	12/01/23	0	0
Gate 7 - Start-Up / Turnover Complete	01/31/24	01/31/24	0	0
Gate 8 - Project Closeout Complete	03/01/24	03/01/24	0	0

Watkins Ave Grade Crossing Safety Improvements

JPB Project #

100522

TA Project #

100579

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	600	-41	559	559	0	0
Environmental	1200	30	0	30	30	0	0
Real Estate	2100	30	0	30	30	0	0
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	0	400	400	400	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,000	1,000	1,000	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	30	30	30	0	0
Project Management	5100	250	-30	220	220	0	0
Project & Document Control	5200	50	50	100	100	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	25	25	25	0	0
Equip./Material Purchases	6100	25	-25	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	100	400	500	500	0	0
Subtotals	NA	3,615	-181	3,434	3,434	0	0
Unknown Risks	NA	NA	NA	NA	727	0	0
Unallocated Contingency	9900	560	167	727	NA		
Grand Totals	NA	4,175	-14	4,161	4,161	0	0

(*) ICAP already included in totals above 149 0 149 0 149 100.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
SMCTA	Local	4,125		4,125	4,125	0
CCF Rail	Other	50	-14	36	36	0
Totals		4,175	-14	4,161	4,161	0

Watkins Ave Grade Crossing Safety Improvements

JPB Project # **100522**
 TA Project # **100579**

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		-----	

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None.	-----		

KEY ACTIVITIES - Current Reporting Quarter

Received the stamped Issue for Bid plans and specs and worked with Contracts & Procurement to develop the IFB Received approval from the Management Committee to proceed with IFB and rebaseline the project schedule and budget. Advertised and issued the Invitation For Bid. Held a pre-bid conference and three bidders attended. Received 2 bids from the Invitation For Bid. Evaluating the low bid for responsiveness.

NEXT KEY ACTIVITIES

Perform reference checks on the apparent low bidder and develop Staff Report for Board award.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

Ferry **Program** **Projects**

TA - : San Mateo County Ferry Service

<p>100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)</p> <p>Scope: This next phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA. The PE/ENV phase is scheduled to finish by June 2025.</p> <p>Phase: Preliminary Engineering and Environmental Review (PE/ENV)</p> <p>Status: The TA and the Port of Redwood City entered into a funding agreement, which was executed. The project team completed a Professional Services Agreement with COWI North America to complete preliminary engineering for a 2-Berth Concept Study for the preferred site location adjacent to the Redwood Creek navigation channel. The original Feasibility Study had preliminary designs for a single berth facility adjacent to the navigation channel. The study was completed in August 2022 and will be sufficient for the environmental consultant to complete the environmental reviews.A</p>	<p>SMCTA Budget \$3,499,200</p> <p>Expended \$0</p> <p>Remaining \$3,499,200</p>
<p>100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)</p> <p>Scope: Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023.</p> <p>Phase: Planning.</p> <p>Status: Project team began discussions with regulatory agencies on the proposed interim project. Given agencies feedback and limited lifespan of the initial grading plan concept, the consultants further developed interim conceptual grading plan to address Sea Level Rise (SLR) without sea walls. Project team updated conceptual plans for the landscape/site surface improvements to be included with the interim site grading project, which was shared with various City departments for feedback.</p>	<p>SMCTA Budget \$350,000</p> <p>Expended \$100,726</p> <p>Remaining \$249,274</p>

Pedestrian and Bicycle **Program Projects**

Sponsor	Project Name	Project Status	Award Date	Expected Completion Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Punch list tasks were completed and 5% retention was paid by the City. Project team began close-out documentation process.	Dec 2020	September 2022	Jun 2024	\$0	\$1,000,000	\$839,059	\$160,941
Burlingame	Burlingame Station Pedestrian Improvements Project	Final design 100% completed.	Dec 2020	April 2023	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Project team prepared final design and construction package.	Dec 2020	Mar 2023	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Due to City staff resource constraints, the design phase has been delayed until FY 23, Q2.	Dec 2020	Dec 2023	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design 100% completed. Project team opened bids in August.	Mar 2018	Jun 2023	Jul 2023	\$810,000	\$0	\$93,937	\$716,063
Daly City	Vision Zero Community Outreach Program	Project team developed branding and community outreach methods, which were chosen. Social media outreach and a city webpage have been setup. Monthly project development team (PDT) meetings continued.	Dec 2020	Sep 2022	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Project team implemented City Planning comments from environmental document review. Project team retained an environmental biological restoration consultant for the mitigation plan, collaborated with the County of San Mateo for final design of the connection point for the two trails and was worked with Caltrans for PEER application requirements.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$158,585	\$156,415
Menlo Park	Haven Avenue Streetscape Project	Due to project staffing loss and schedule impacts from COVID, the City sent the TA a letter, dated September 16, 2022, requesting a twelve month extension for bid and construction phase. The TA will grant a final extension to complete the project no later than June 2024. Bid will be released tentatively, Winter 2022.	Apr 2014	Sep 2022	Original: 4/2021 Extension: 6/2024	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Installed Rectangular Rapid-Flashing Beacon (RRFB) and relocated crosswalk.	Mar 2018	Dec 2022	Jul 2023	\$805,600	\$0	\$488,574	\$317,026
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Project team began pre-project planning and preliminary engineering.	Dec 2020	Jun 2023	May 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Project team began pre-project planning and preliminary engineering.	Dec 2020	Jun 2023	Mar 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Contractor continued to complete project close-out, including addressing outstanding punch list items.	Mar 2016	March 2022	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction began, which included storm drains, sidewalks and curb ramps.	Dec 2020	Dec 2022	Jul 2024	\$0	\$360,000	\$0	\$360,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design began at 90%.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$305,502	\$1,095,498
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Project team continued to seek grant opportunities, as project is on hold until further funding is identified.	Mar 2016	Jun 2024	Dec 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Final design revised with comments from stakeholders, nearing 100% draft.	Dec 2020	Oct 2022	Jun 2023	\$0	\$700,000	\$390,612	\$309,388
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Project team conducted interviews with consultants. City Council awarded an agreement in September 2022.	Dec 2020	Feb 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000



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.

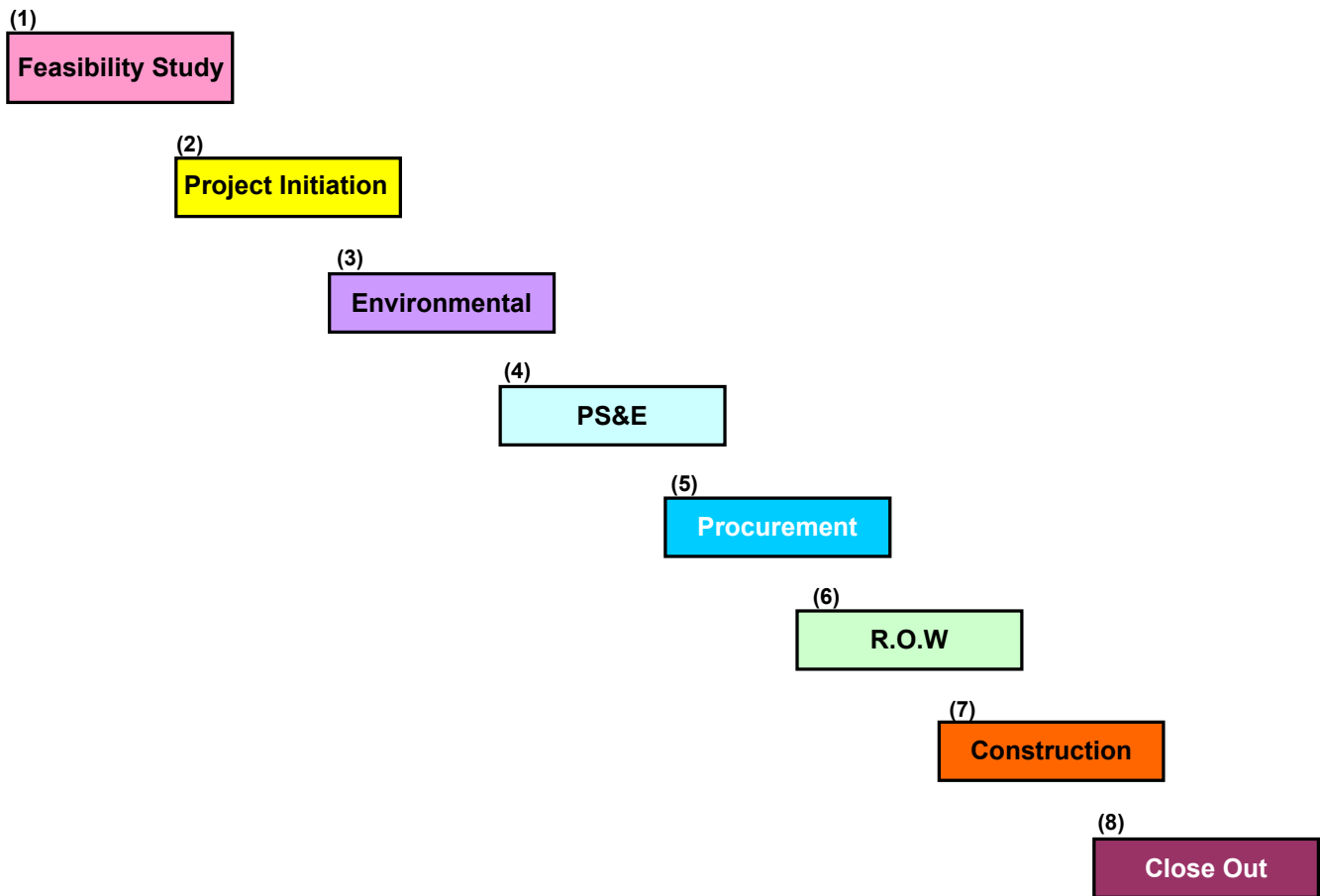
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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 Highway Program

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>(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>

Performance Status (Traffic Light) Criteria Caltrain Program

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	(a) Scope is consistent with Budget or Funding. (b) Scope is consistent with other projects. (c) Scope change has been mitigated.	(a) Scope is NOT consistent with Budget or Funding. (b) Scope appears to be in conflict with another project. (c) Scope changes have been proposed.	(a) Significant scope changes / significant deviations from the original plan.
2. BUDGET	(a) Estimate at Completion is within plus /minus 5% of the Current Board Approved Budget.	(a) Estimate at Completion exceeds the Current Board Approved Budget by 5% to 10%.	(a) Estimate at Completion exceeds the Current Board Approved Budget by more than 10%.
3. SCHEDULE	(a) Project milestones / critical path are within plus/minus two months of the current baseline schedule. (b) Physical progress during the report period is consistent with incurred expenditures. (c) Schedule has been defined.	(a) Project milestones / critical path show slippage. Project is more than two to six months behind the current baseline schedule. (b) No physical progress during the report period, but expenditures have been incurred. (c) Detailed baseline schedule NOT finalized.	(a) Project milestones / critical path show slippage more than two consecutive months. (b) Forecast project completion is later than the current baseline scheduled completion by more than six months. (c) Schedule NOT defined for two consecutive months.
4. SAFETY	(a) No reported safety related incidents on the project.	(a) One Near Miss or incident requiring written report based on contract requirements.	(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration. (b) Two or more Miss or incident requiring written report based on contract requirements.

Schedule Legend

	Completed
	Critical path
	Baseline/target schedule