

# Capital Projects

# Quarterly Status Report

**Second Quarter FY2023: October 1 - December 31, 2022**

**Report prepared for the March 2, 2023 TA Board Meeting**







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TA QUARTERLY STATUS REPORT

Level 2 Projects

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**Caltrain - Grade Separation & Station Improvements**

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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 schedule is delayed due to ongoing coordination efforts needed to finalize the scope of work and will require an extension request.

**Funding:** 

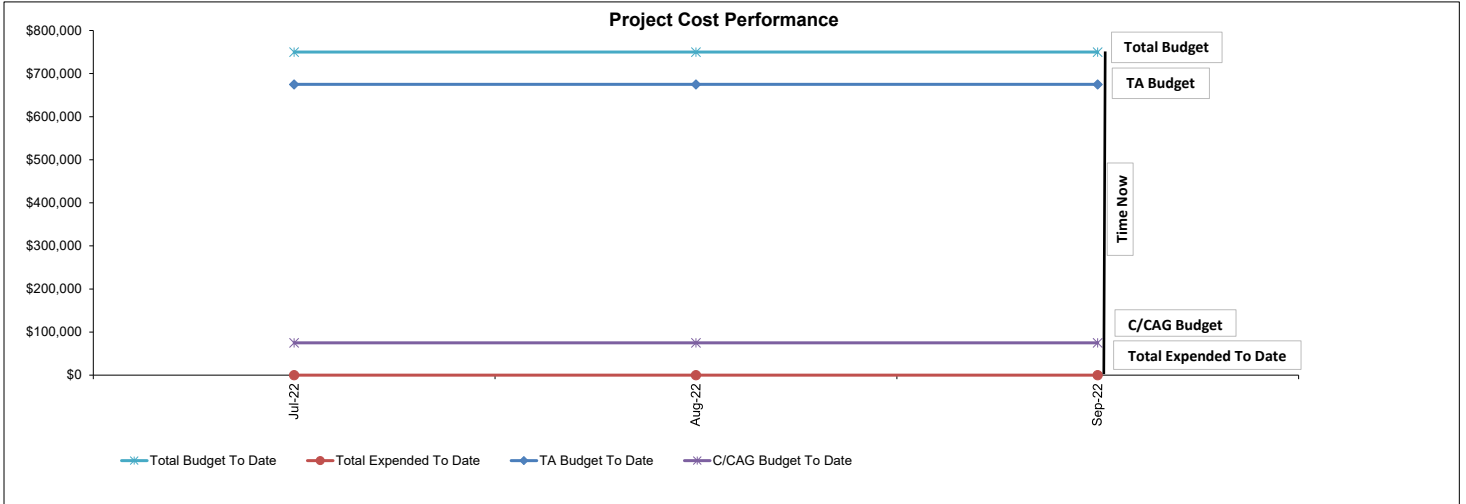
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$675,000	90%	\$0	0%	\$675,000	90%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>C/CAG</b>	\$75,000	10%	\$0	0%	\$75,000	10%
<b>Cities</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$750,000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

**Issues:** None

**Budget:**



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



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	06/30/23



**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
<b>SMCTA</b>	\$59,187,000	63%	\$57,463,272	97%	\$59,187,000	63%
<b>Others</b>						
<b>Federal</b>	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
<b>State</b>	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
<b>City</b>	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
<b>Total</b>	<b>\$93,738,000</b>	<b>100%</b>	<b>\$91,103,988</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>100%</b>



Note: EAC - Estimate at Completion  
None

**Issues:** None

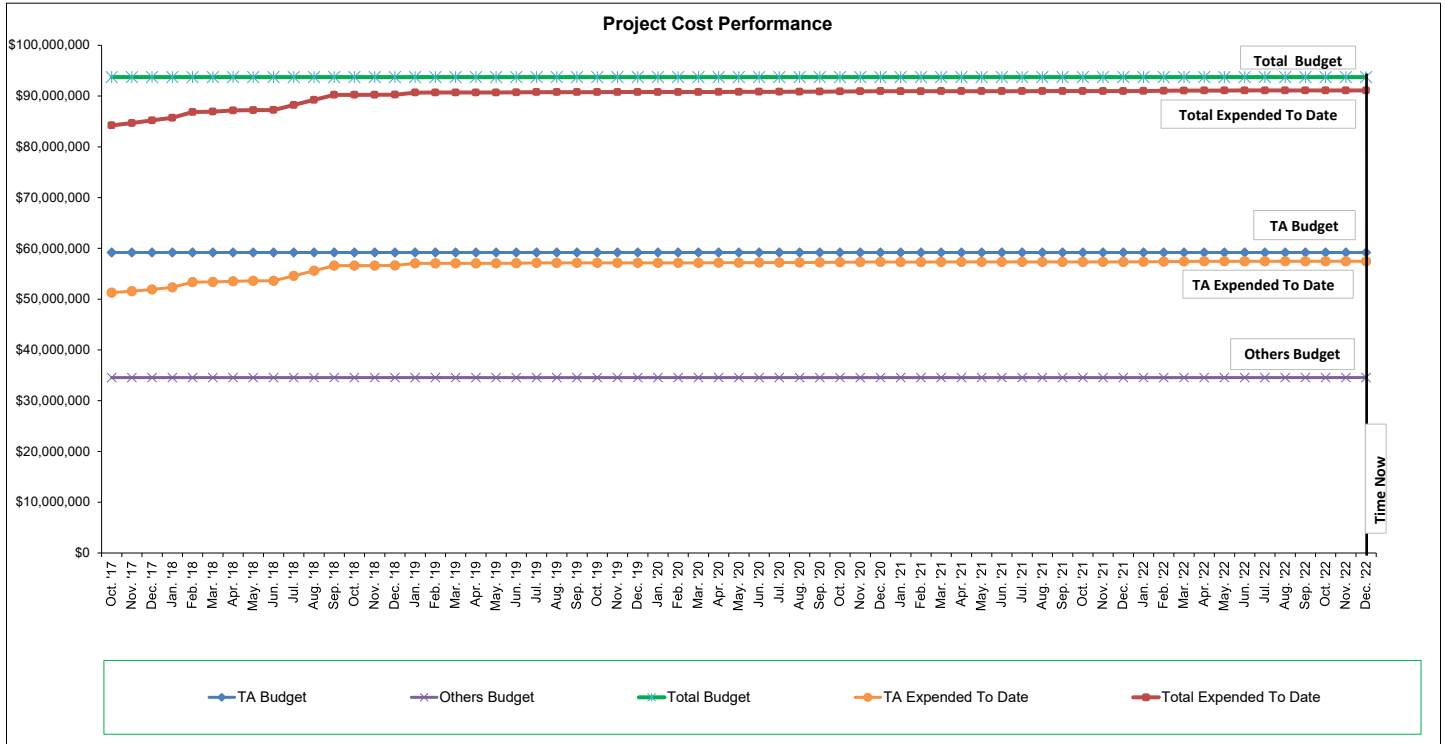


**Budget:**



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
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$91,103,988</b>	<b>\$2,634,012</b>	<b>\$93,738,000</b>	<b>\$0</b>

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of Menlo Park

**Scope:**



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with 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:**

**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 to develop the project landscaping design.
- (2) City coordinating field visit amongst the project partners.

**This Quarter:**

**Future**

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and East Palo Alto

**Activities:**

**Issues:**

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
<b>SMCTA</b>	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
<b>Others</b>						
<b>State</b>	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
<b>Total</b>	<b>\$66,800,000</b>	<b>100%</b>	<b>\$63,712,027</b>	<b>95%</b>	<b>\$66,800,000</b>	<b>100%</b>

**Issues/Notes:**

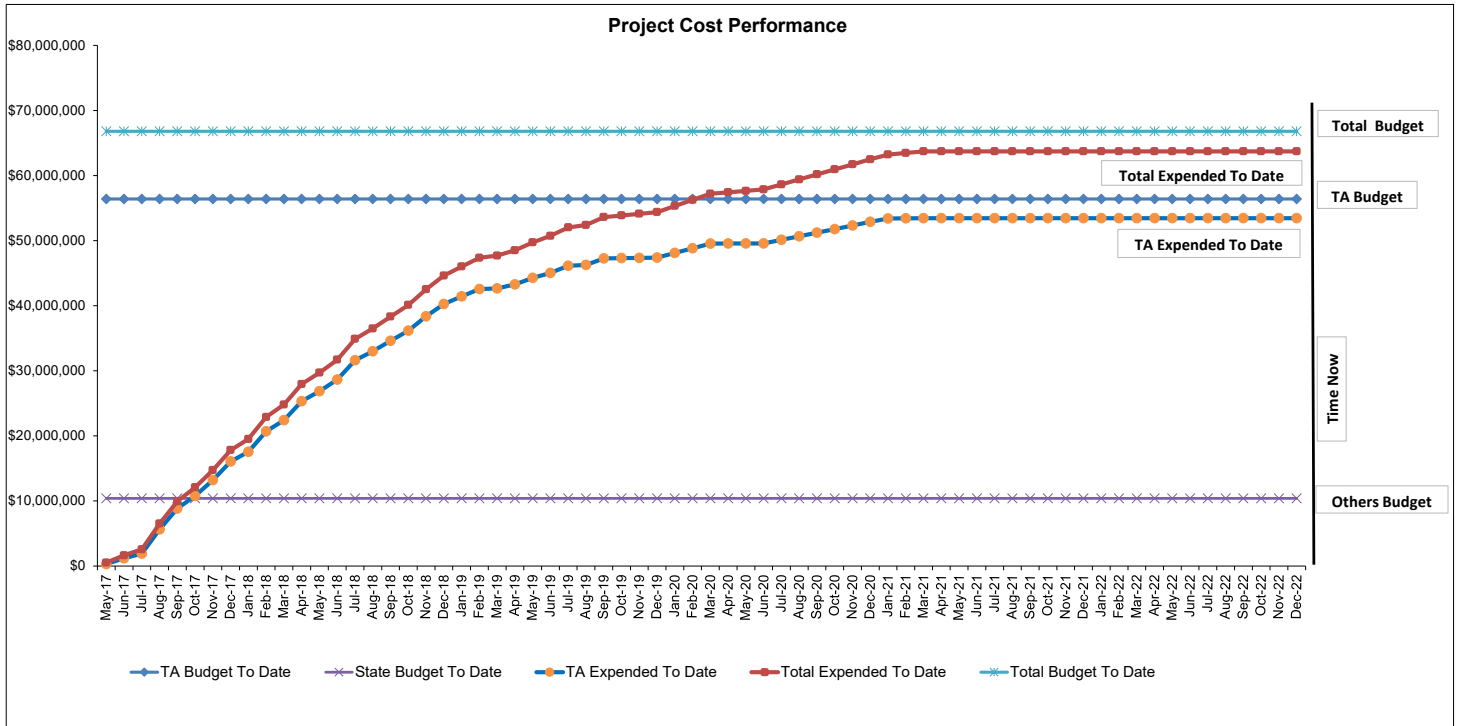
The construction cost savings may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

**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
<b>Total Project</b>	<b>\$66,800,000</b>	<b>\$63,712,027</b>	<b>\$3,087,973</b>	<b>\$66,800,000</b>	<b>\$0</b>

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



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

**Issues:** None

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

**TA Role:** Funding Agency

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

**Scope:**



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and 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**

**This Quarter:**

- (1) Coordination of additional PS&E and Right of Way Support services by AECOM.
- (2) Initiate procurement of Project Delivery Team.
- (3) Coordinate right of way acquisition planning and schedule, including financing and risks.
- (4) Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

**Future**

**Activities:**

- (1) Approval of additional PS&E and Right of Way Support services by AECOM.
- (2) Continue procurement of Project Delivery Team.
- (3) Initiate development of plats and legal descriptions.
- (4) Reestablish City/AECOM/UPRR coordination regarding grade crossing improvements.
- (5) Coordinate right of way acquisition planning and schedule, initiate appraisals.
- (6) Review project phasing report and identify potential refinements.
- (7) Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

**Issues:**

None

**Funding :**



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

**Issues:**

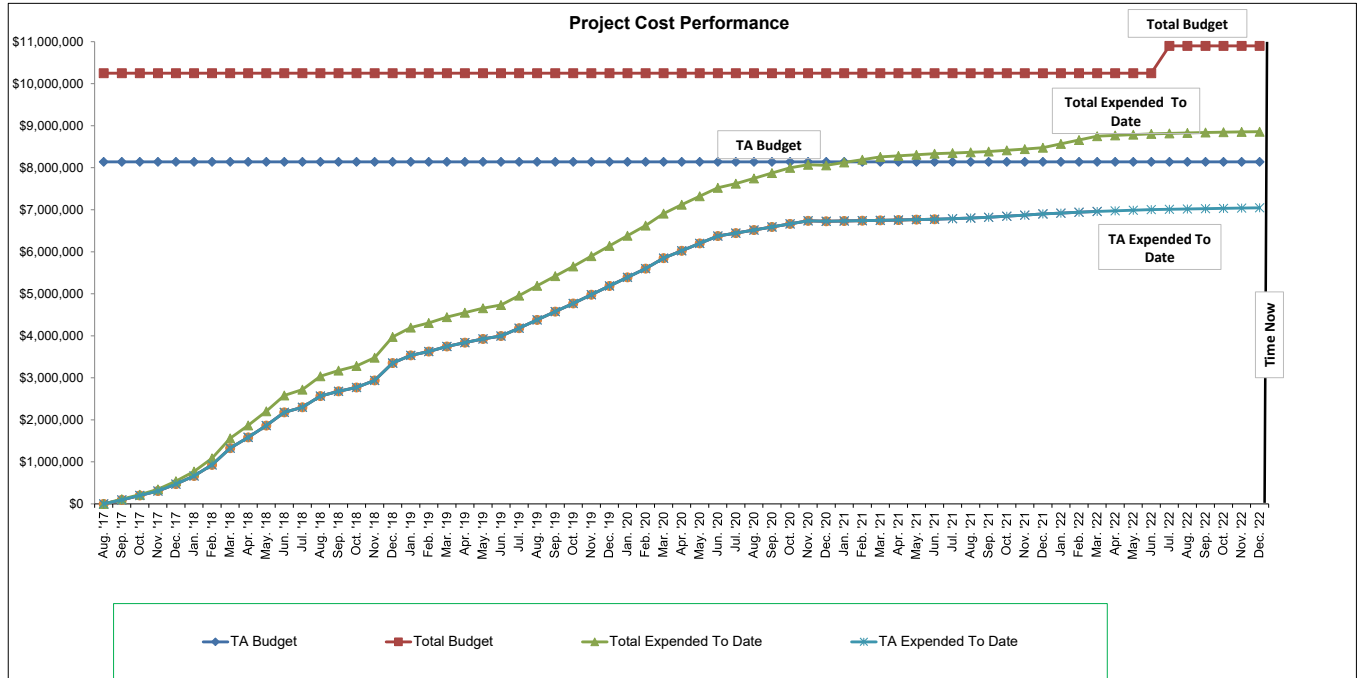
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$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
<b>Total Project</b>	<b>\$10,900,000</b>	<b>\$8,839,146</b>	<b>\$2,060,854</b>	<b>\$10,900,000</b>	<b>\$0</b>

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



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

**Issues:** None

# 000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

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

**Sponsor:** City of Pacifica

**Scope:**



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

**Project Status Summary:**

The construction phase was 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	04/30/23

**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:** Biological Monitoring Phase II is complete but phase cannot be closed out until final report is complete.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$10,054,000	56%	\$7,773,372	95.0%	\$8,185,075	52%
<b>Others</b>						
<b>Federal</b>	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
<b>State</b>	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
<b>City</b>	\$150,000	1%	\$150,000	100%	\$150,000	1%
<b>Total</b>	<b>\$17,844,381</b>	<b>100%</b>	<b>\$15,470,571</b>	<b>97.4%</b>	<b>\$15,882,273</b>	<b>100%</b>

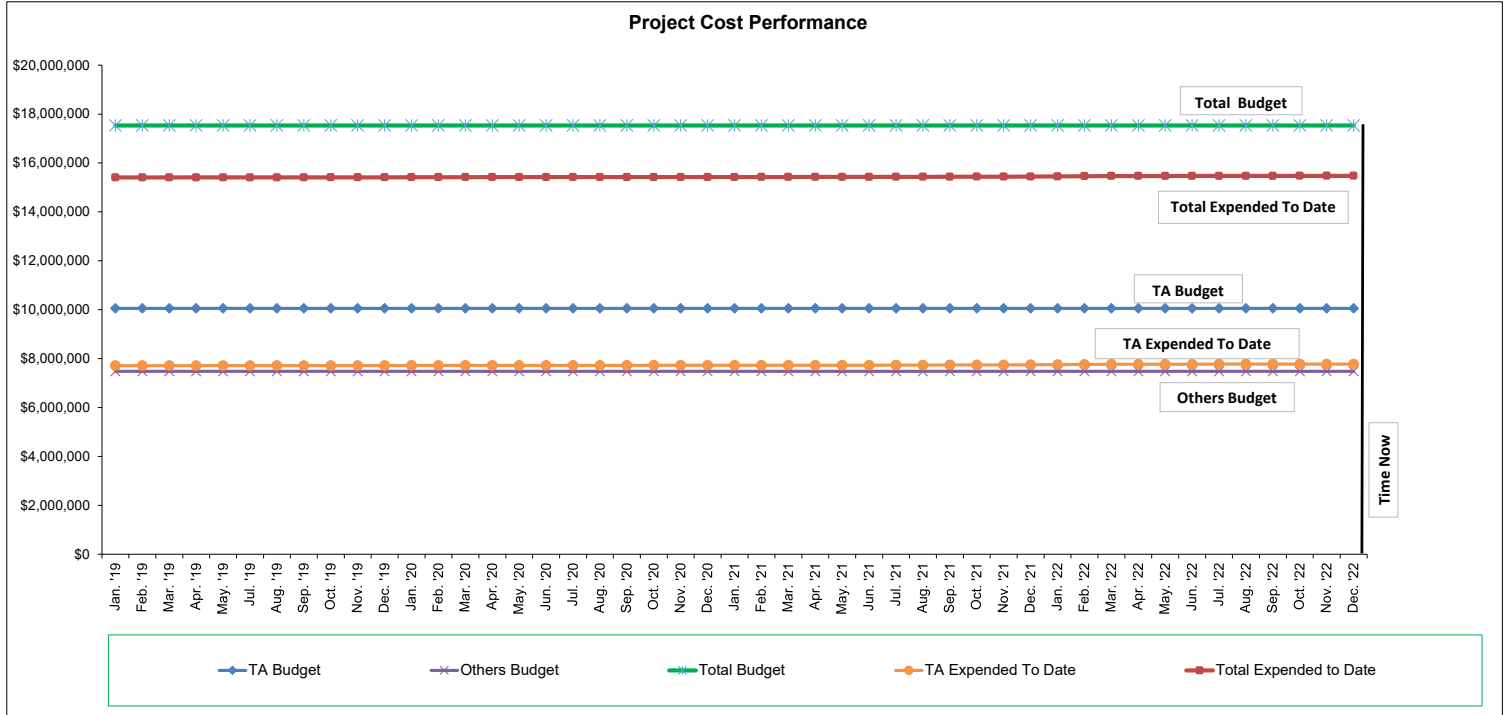
**Issues:** None

**Budget:**



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

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



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

**Issues:** None

# 000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

**Scope:**



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

**Project Status Summary:**

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

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23

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. All overhead sign bridges installed.
2. Testing of toll equipment
3. Identify construction savings to utilize for funding the landscaping phase and obtain TA Board approval

**Future Activities:**

Southern segment (Santa Clara County Line – Whipple)

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

Northern Segment (Whipple – I-380)

1. Complete testing of toll equipment
2. Project phase closeout
3. Plan for education campaign and opening event
4. Amend agreements to reflect construction savings and establish new cooperative agreement with Caltrans for the landscaping phase

**Issues:**



**Funding :**



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

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

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

\*\*\* 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:**

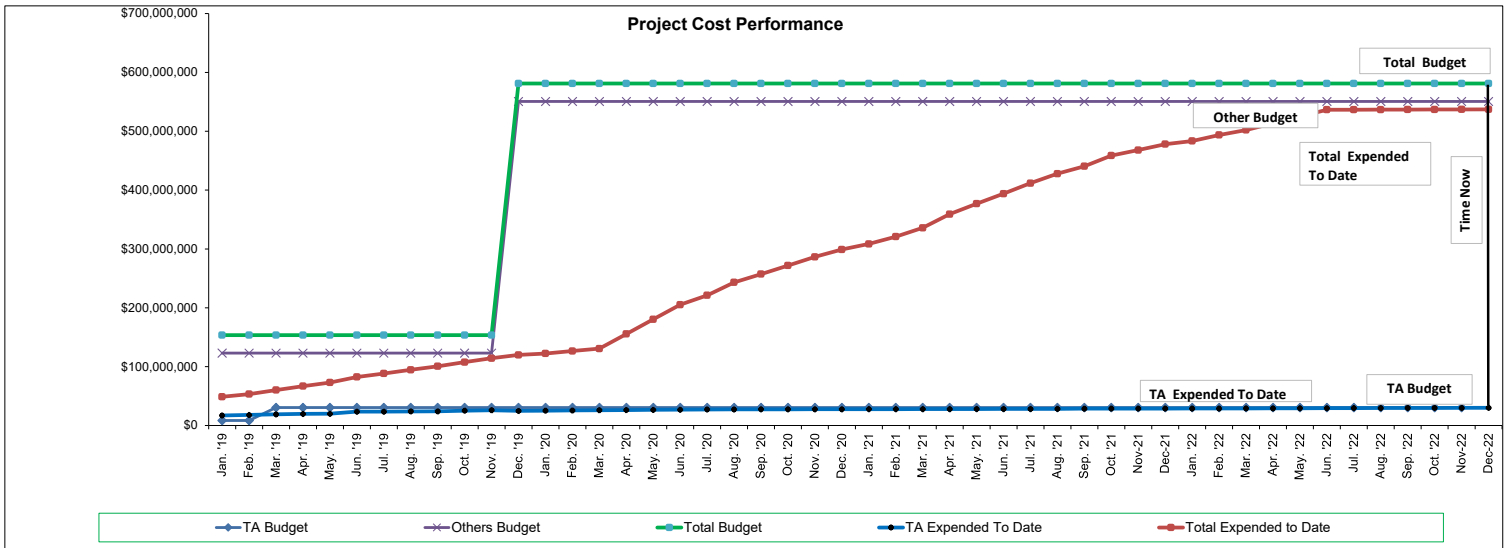
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated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

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



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

**Issues:**

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

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

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

**Scope:**



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

**Project Status Summary:**

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

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

**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. Schedule will be updated upon reaching an agreement between the County and Caltrans with regards to establishment and maintenance of improvements, as well as reaching community consensus. Hazardous materials field work is postponed and shall begin when the project resume.

**Funding:**



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

**Issues:**

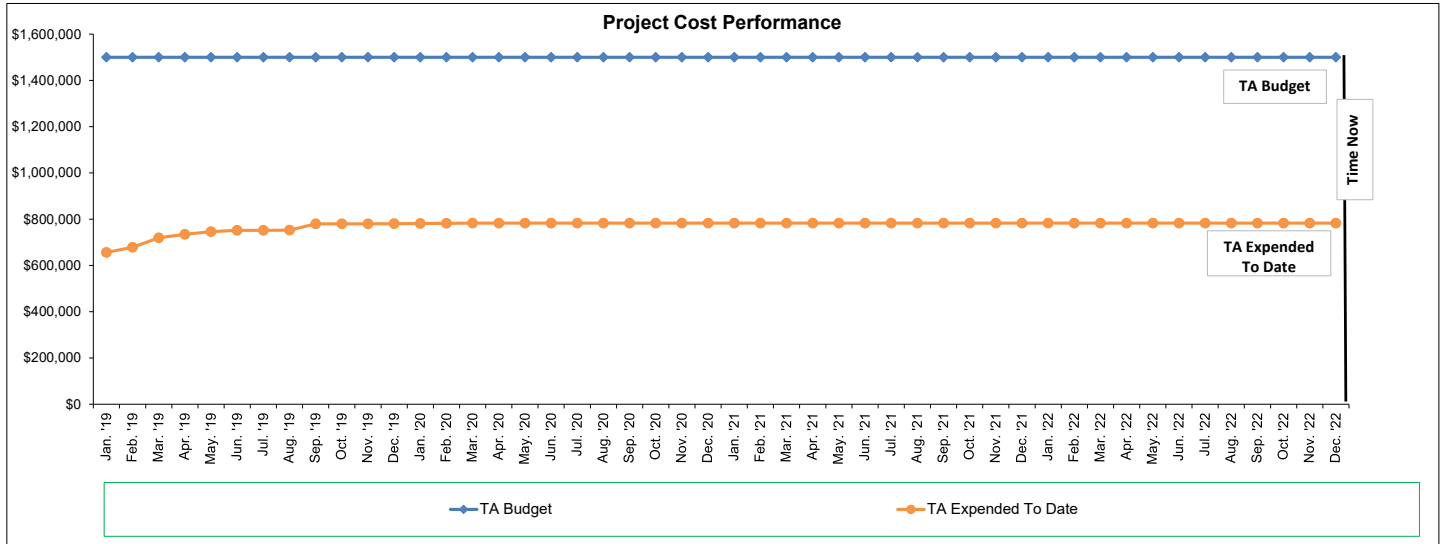
None

**Budget:**



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

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

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

**Progress This Quarter:**

- (1) The City is exploring value engineering opportunities
- (2) Seek grant funding opportunities
- (3) TA coordinated with City in Project update meetings

**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:** \*The City stopped engineering work in March 2021. The project was not recommended for Local Partnership Program (LPP) and ATP grants. Continue to coordinate work with the Express Lanes Project.

**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%
<b>Total</b>	<b>\$3,971,296</b>	<b>100%</b>	<b>\$3,568,892</b>	<b>95%</b>	<b>\$3,763,063</b>	<b>100%</b>

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

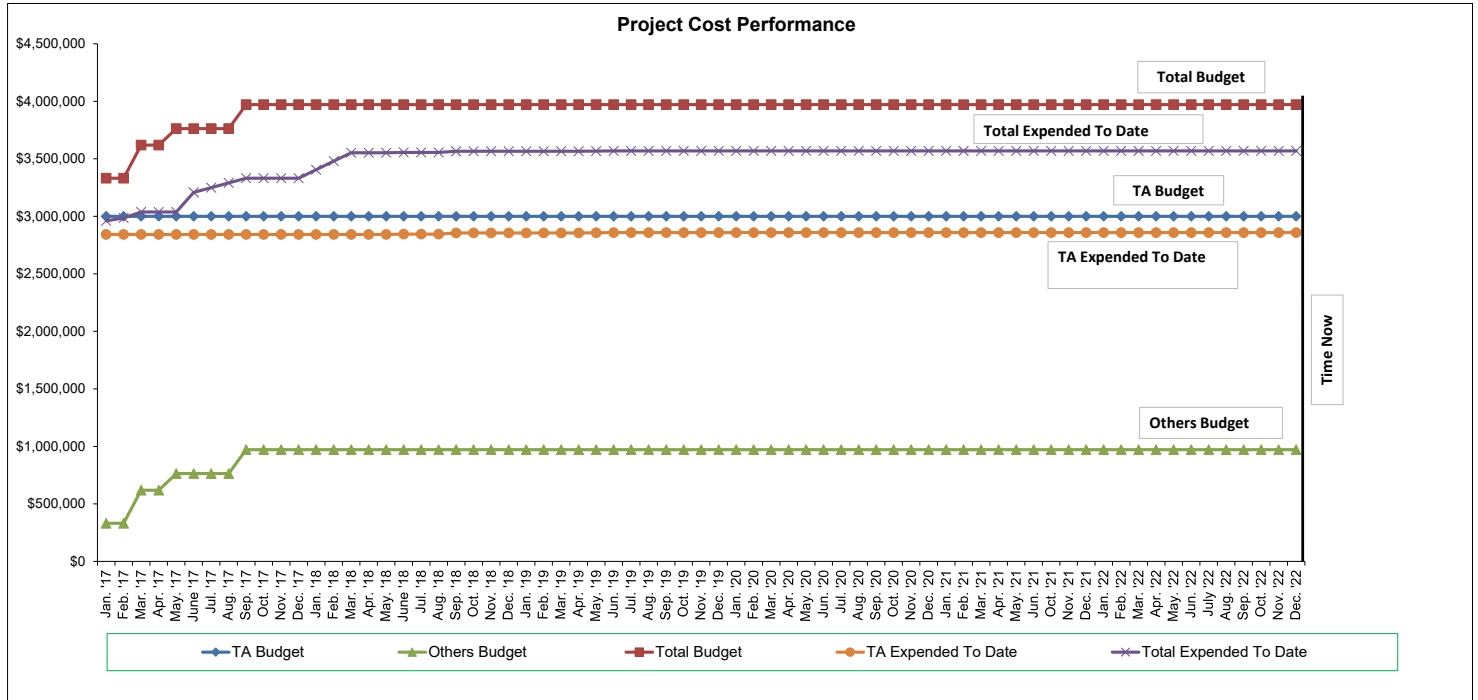
**Budget:**



(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
<b>Total Project</b>	<b>\$3,971,296</b>	<b>\$3,568,892</b>	<b>\$194,171</b>	<b>\$3,763,063</b>	<b>\$208,233</b>

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:**



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

(4a)

**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) The first draft of the Environmental Document was submitted to Caltrans.
- (5) Submitted the draft Existing Conditions Report to TA, City and Caltrans for Review
- (6) Submitted the draft Traffic Operations Analysis Report (TOAR) to TA, City and Caltrans for review.

**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 for the PS&E and ROW 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 :**



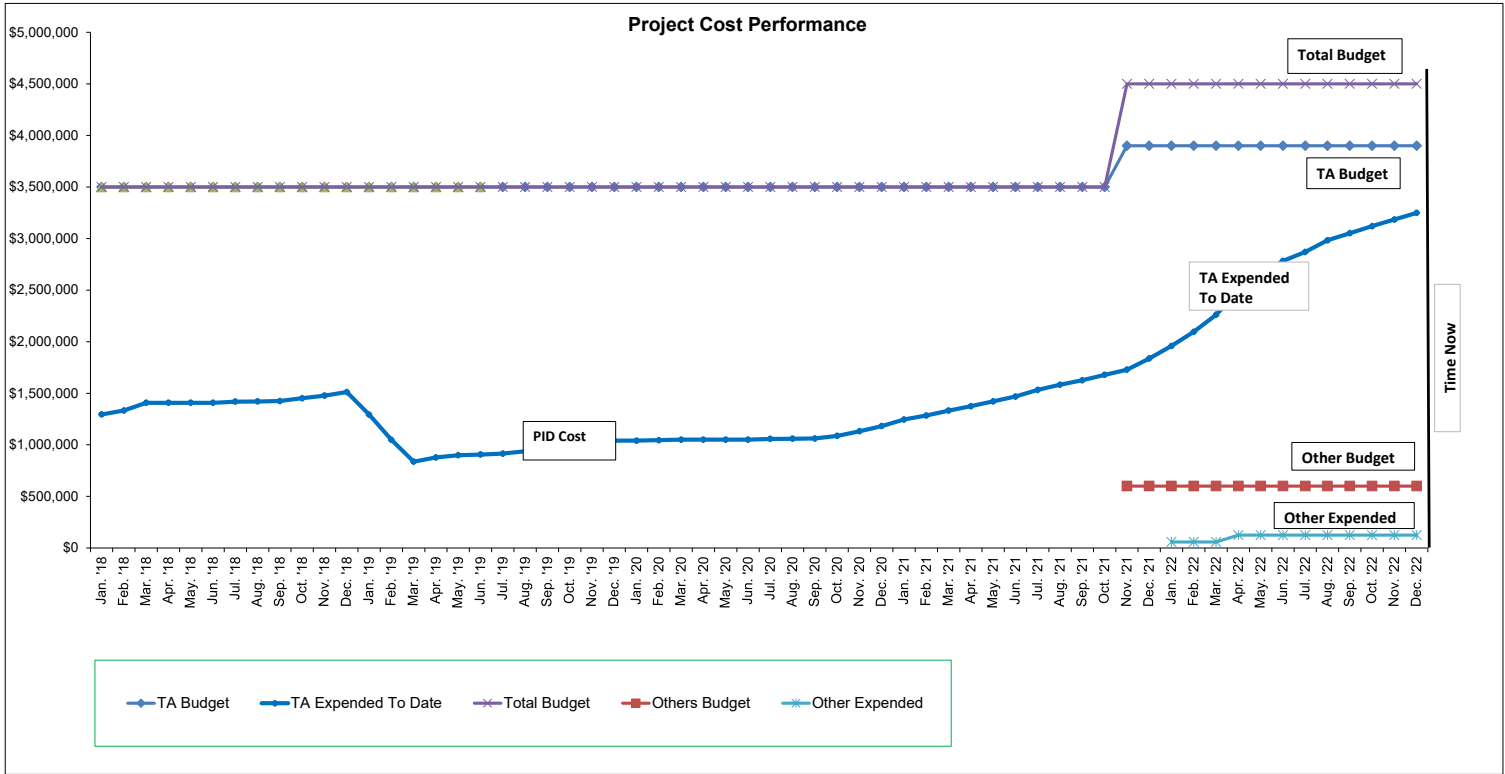
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,900,000	87%	\$3,249,327	83%	\$3,900,000	87%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$600,000	13%	\$549,670	92%	\$600,000	13%
<b>Total</b>	<b>\$4,500,000</b>	<b>100%</b>	<b>\$3,798,997</b>	<b>84%</b>	<b>\$4,500,000</b>	<b>100%</b>

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$3,249,327	\$650,673	\$3,900,000	\$0
Others	\$600,000	\$549,670	\$50,330	\$600,000	\$0
<b>Total Project</b>	<b>\$4,500,000</b>	<b>\$3,798,997</b>	<b>\$701,003</b>	<b>\$4,500,000</b>	<b>\$0</b>



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:**



(3a)

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	04/30/23

**Progress This Quarter:**

- (1) Maintained PM Coordination with the City, Affected Agencies and Subconsultant Staff.
- (2) Conducted meetings with City/Caltrans.
- (3) Prepared the PS&E support cost per City's request.
- (4) Responded to the comments on the Project Report/Environmental Impact Report (PR/EIR).
- (5) Updated the estimate for Build Alternative.
- (6) Coordinated on the Federal Highway Administration (FHWA) Air Quality Conformity Submittal with Caltrans/City.
- (7) Coordinated on the Transportation Improvement Program (TIP) amendment with Caltrans/City.

**Future Activities:**

- (1) Continue to Update the Cretical Path Method (CPM) Design Schedule
- (2) Follow up on the draft DSDD with Caltrans
- (3) Follow up on the TIP amendment and FHWA Air Quality ConforEnvironmental Technical reports with Caltrans
- (4) Continue working on the FPR and FEIR

Issues: None

**Funding :**



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

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

Issues: None

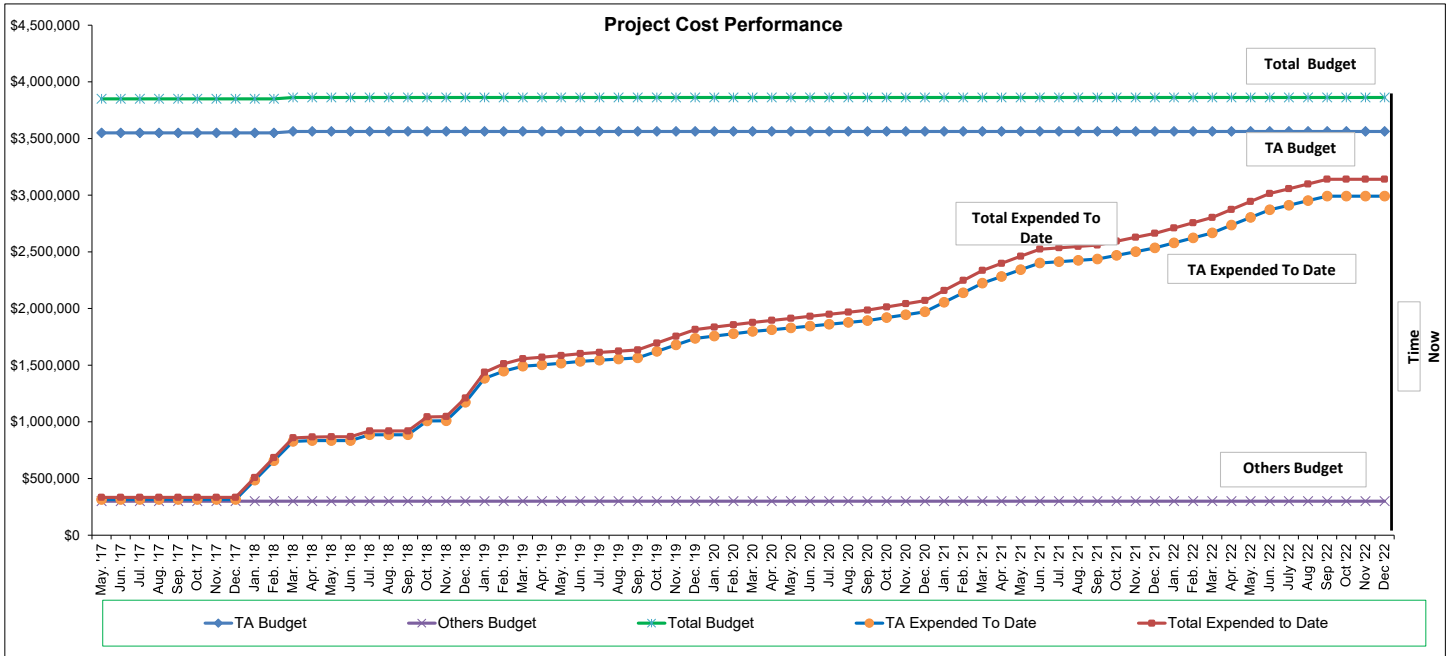


**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,991,376	\$558,624	\$3,550,000	\$0
Others	\$300,000	\$149,122	\$150,878	\$300,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$3,140,498</b>	<b>\$709,502</b>	<b>\$3,850,000</b>	<b>\$0</b>

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of San Mateo

**Scope:** This project converted the existing 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:**



(3a)

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) Submitted revised 100% PS&E for Caltrans review and addressing feedback comments  
(2) Developed 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) 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
<b>SMCTA</b>	\$18,400,000	69%	\$17,357,954	94%	\$18,400,000	69%
<b>Others</b>						
<b>Federal</b>	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
<b>State</b>	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
<b>City</b>	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
<b>Total</b>	<b>\$26,611,535</b>	<b>100%</b>	<b>\$25,562,315</b>	<b>96%</b>	<b>\$26,611,535</b>	<b>100%</b>

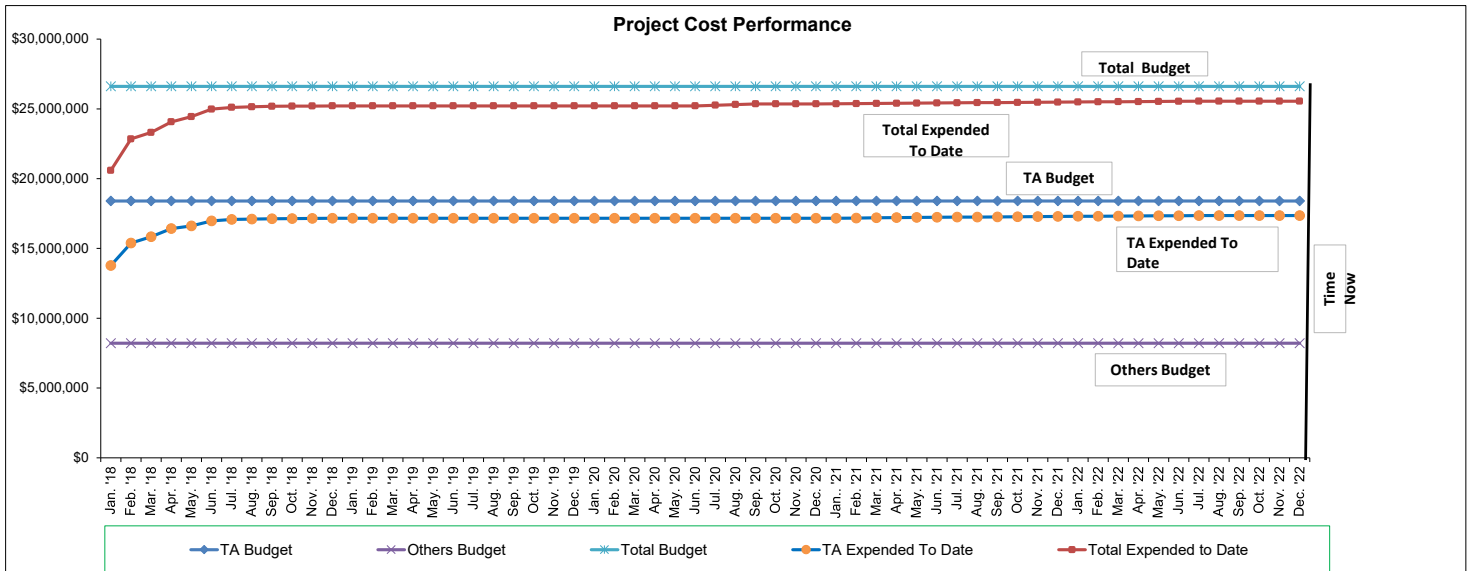
**Issues:** Project construction cost saving may be made available to fund standard landscaping after the completion of the landscaping design.

**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
<b>Total Project</b>	<b>\$26,611,535</b>	<b>\$25,549,649</b>	<b>\$1,061,886</b>	<b>\$26,611,535</b>	<b>\$0</b>

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



\* Cost inception from the beginning of construction phase.

**Issues:** None

# 000823 - STATE ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE (Construction Phase)

TA Role: Funding Agency

Sponsor/Implementing Agency: 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, extend the existing Frontage Road south to Grand Blvd and consolidate into a single new signalized intersection at Terrace Avenue/SR 1. The new 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 signalized intersection. The required utility relocations include a main gas line, 10 utility poles and 2 fire hydrants. A Temporary Construction Easement includes a small portion of Andreotti Farms for the new retaining wall on Frontage Road at the new Terrace Ave signalized intersection.

**Project Status Summary:** The City and its consultants have been working with utility companies (PG&E and CCWD) for the utilities' relocation (gas mainline, electric poles and fire hydrants). With Caltrans approval, the City has worked with PG&E and completed construction of a gas mainline to bypass the new proposed retaining walls at the edge of the roadway. The City's consultants have also prepared Caltrans DSDD forms and obtained encroachment permit to relocate 10 utility poles from the area of the proposed bicycle/pedestrian path. The relocation of these poles is currently scheduled by PG&E for Spring 2023. The City has also worked with CCWD to design relocation of 2 fire hydrant which are in the proposed location of the Frontage Rd extension to Terrace Ave and Grand Blvd. The relocation of these hydrants is scheduled for February 2023. The City has also initiated the right-of-way process for the temporary construction easement needed for the Terrace Avenue interchange construction.

**Issues:** The relocation of the 10 utility poles require maintenance easement on a biologically sensitive City property and may require City's Planning Commission approval.

Schedule:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
<b>Major Milestones:</b>						
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
Utility Relocations	08/01/22	06/30/23	09/01/22	06/30/23	09/01/22	06/30/23
TCE/right of way certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	05/30/23
<i>Caltrans ROW Approval/Encroachment Permit/ Regulatory Permits</i>	05/01/20	07/30/22	05/01/20	07/30/23	05/01/20	07/30/23
<i>Advertise/Award Construction</i>	07/01/23	07/30/23	09/01/23	09/30/23	09/01/23	09/30/23
<i>Construction</i>	09/01/23	09/30/25	11/01/23	11/30/25	11/01/23	11/30/25

**Progress This Quarter:** Utility Relocation and right-of-way: City has worked with PG&E and completed construction of a gas mainline to bypass the new proposed retaining walls at the edge of the roadway. The City's consultants have also prepared Caltrans DSDD forms and obtained encroachment permit to relocate 10 utility poles from the area of the proposed bicycle/pedestrian path. The relocation of these poles is currently scheduled by PG&E for Spring 2023. The City has also worked with CCWD to design relocation of 2 fire hydrant which are in the proposed location of the Frontage Rd extension to Terrace Ave and Grand Blvd. The relocation of these hydrants is scheduled for February 2023. The City has also initiated the right-of-way process for the temporary construction easement needed for the Terrace Avenue interchange construction. Initiated investigations for riparian mitigation and planting per IS/MND requirements.

**Future Activities:** Complete relocation of fire hydrants. Start construction for relocation of PG&E utility poles relocation. Initiate TCE/ right-of-way appraisal process per Caltrans requirements. Present riparian mitigation measures and construction traffic control to City's Planning Commission.

**Issues:** None

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

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

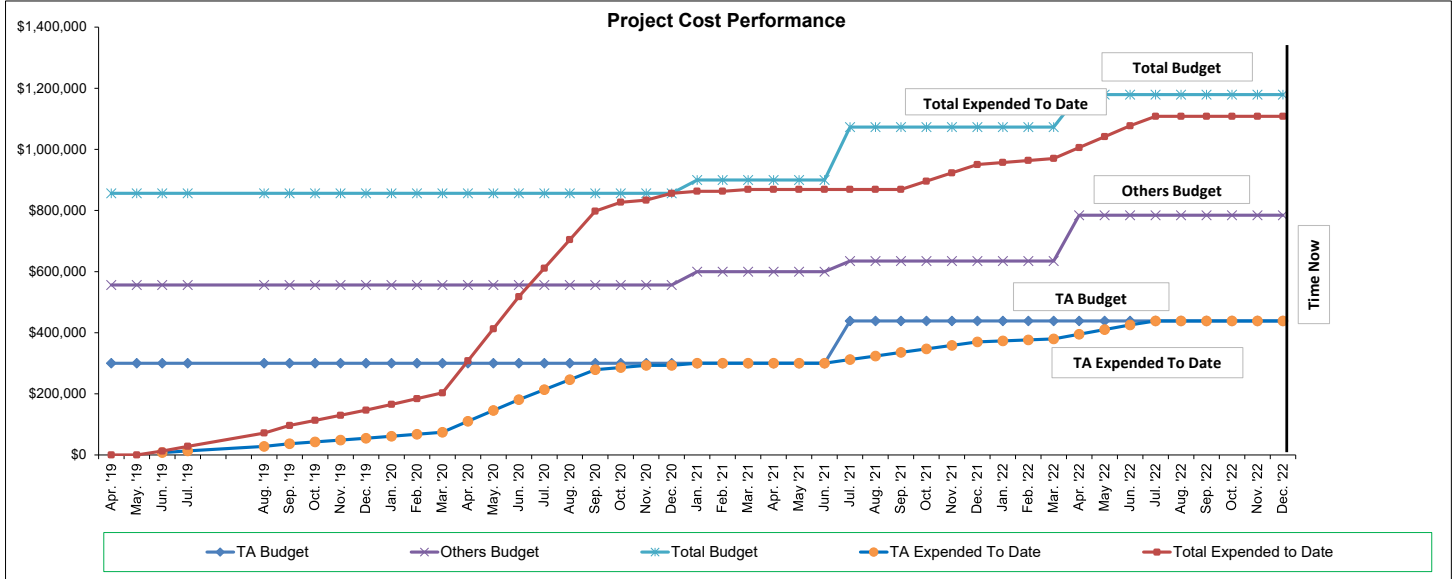
**Budget:**



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
<b>Total Project</b>	<b>\$1,223,000</b>	<b>\$1,108,110</b>	<b>\$114,890</b>	<b>\$1,223,000</b>	<b>\$0</b>

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. Caltrans also recently added further traffic analysis, and a new

**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	10/31/24

**Progress**

- This Quarter:**
- (1) Southbound Existing Traffic Conditions model calibration
  - (2) Coordination with Caltrans on Traffic Assumption Scenarios
  - (3) Coordination and sharing information with SFCTA

**Future Activities:**

- (1) Submittal of Noise Study Report for Caltrans review
- (2) Submittal of Air Quality Impact Study Report for Caltrans review
- (3) Northbound Existing Traffic Conditions model calibration
- (4) Future traffic forecasts for Years 2030 and 2050
- (5) Forecast data processing for mainline and Intersections
- (6) Archaeological Survey Report (ASR)
- (7) Visual Impact Assessment Report
- (8) Historic Resource Survey Report (HPSR)

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$9,000,000	92%	\$5,764,623	64%	\$9,000,000	94%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>SFCTA &amp; CMA</b>	\$750,000	8%	\$560,705	100%	\$560,705	6%
<b>Total</b>	<b>\$9,750,000</b>	<b>100%</b>	<b>\$6,325,328</b>	<b>66%</b>	<b>\$9,560,705</b>	<b>100%</b>

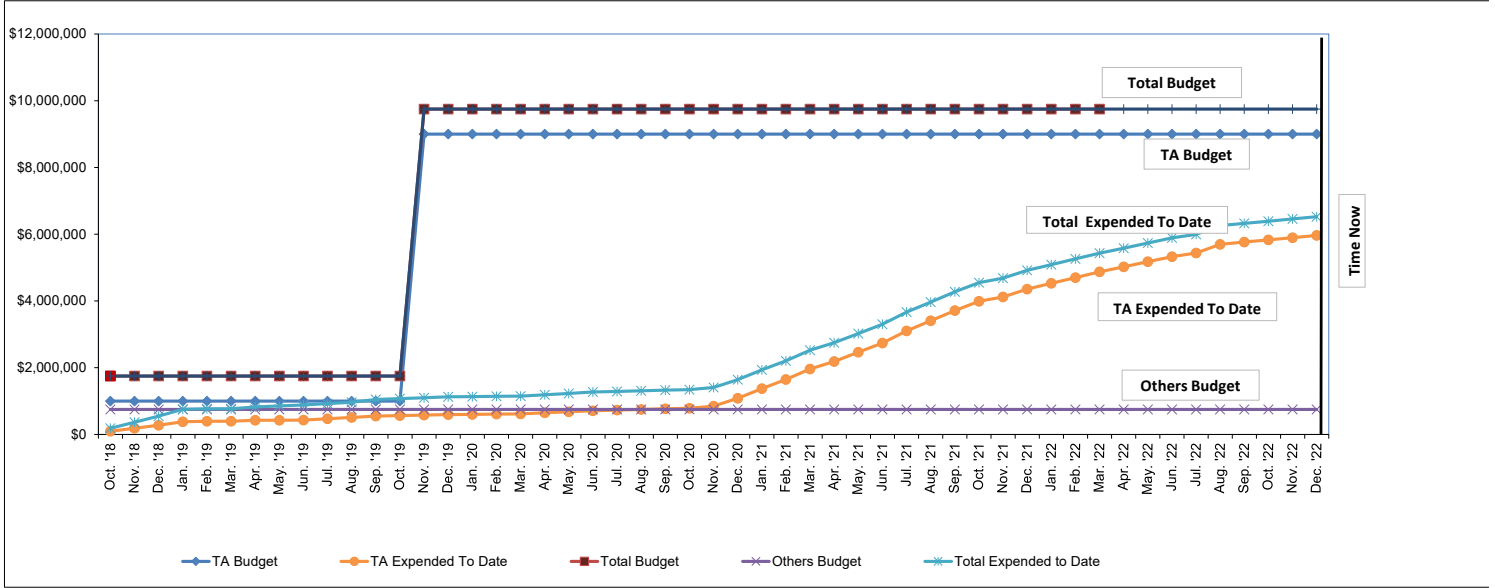
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$5,764,623	\$3,235,377	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
<b>Total Project</b>	<b>\$9,750,000</b>	<b>\$6,325,328</b>	<b>\$3,235,377</b>	<b>\$9,560,705</b>	<b>\$189,295</b>

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
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	05/01/22	12/15/23

**Progress This Quarter:**

- (1) Held Project Development Team meetings #3 & 4
- (2) Completed surveying and overhead sign location design
- (3) Completed plan design sheets and circulated to Caltrans functional units
- (4) TA submitted applications for state grant funding program

**Future Activities:**

- (1) Continue working on 65% PS&E package
- (2) Send in lane closure request to Highway Operation for potholing and stage construction
- (3) Continue working on maintenance needs for the new widened structure
- (4) Structures Plans and Quantities are expected in July 2023

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$750,000	19%	\$428,209	57%	\$750,000	19%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State/STIP</b>	\$3,200,000	81%	\$712,961	22%	\$3,200,000	81%
<b>Total</b>	<b>\$3,950,000</b>	<b>100%</b>	<b>\$1,141,170</b>	<b>29%</b>	<b>\$3,950,000</b>	<b>100%</b>

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

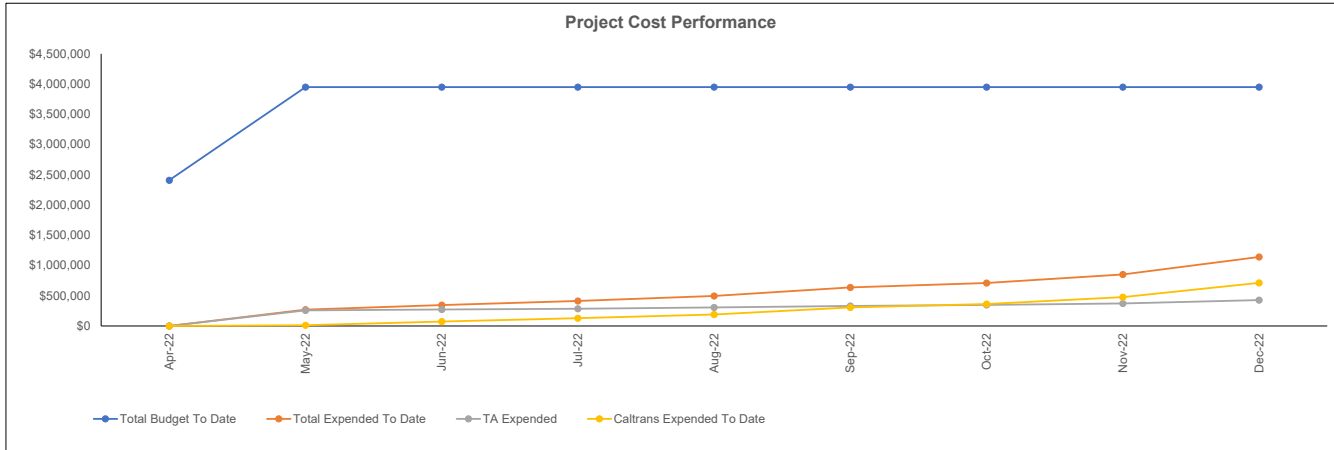
**Issues:**



**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
<b>SMCTA</b>	\$750,000	\$428,209	\$321,791	\$750,000	\$0
<b>Others</b>	\$3,200,000	\$712,961	\$2,487,039	\$3,200,000	\$0
<b>Total Project</b>	<b>\$3,950,000</b>	<b>\$1,141,170</b>	<b>\$2,808,830</b>	<b>\$3,950,000</b>	<b>\$0</b>



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

**Issues:**

# 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	03/01/23	12/31/24

**Progress This Quarter:** (1) Project technical studies were completed in November 2021  
 (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 :**



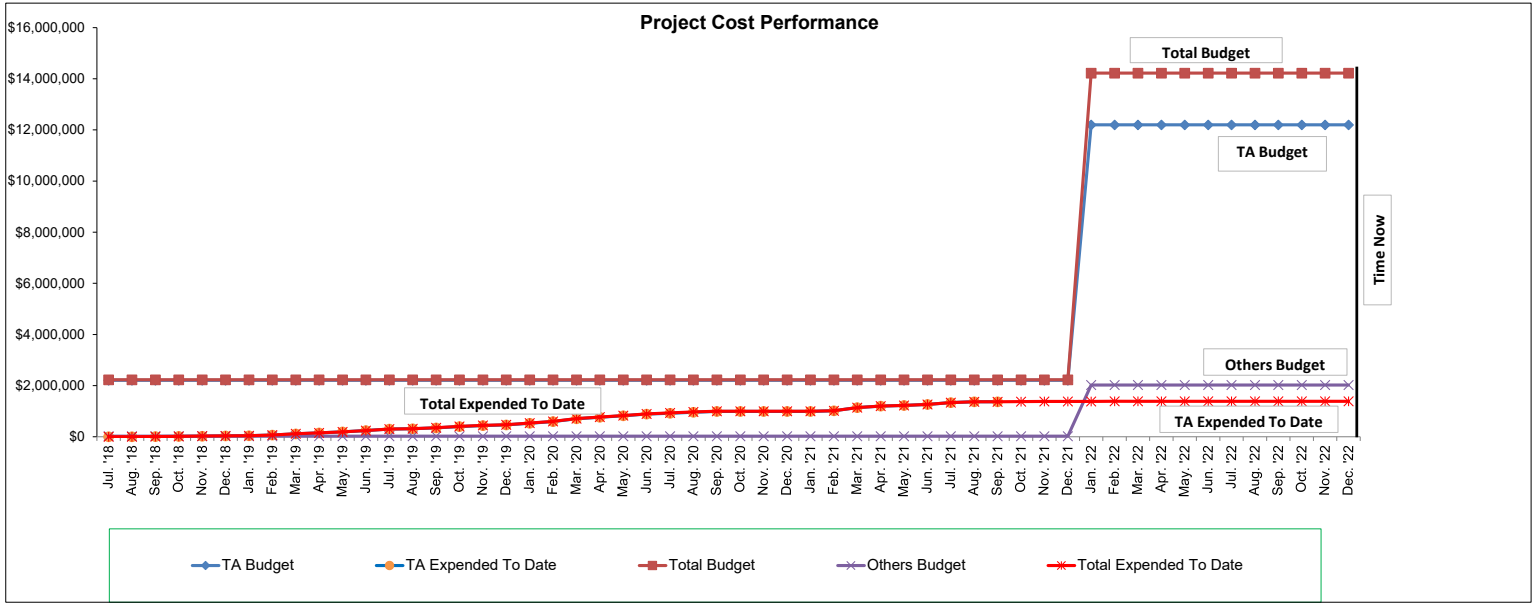
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$12,200,000	85.78%	\$1,386,283	11%	\$12,142,530	86%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>Cities</b>	\$23,000	0.16%	\$8,217	36%	\$23,000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

**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
<b>Total Project</b>	<b>\$14,223,000</b>	<b>\$1,394,500</b>	<b>\$12,770,921</b>	<b>\$14,165,421</b>	<b>\$57,579</b>




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	04/15/23
Environmental (PA/ED phase)	12/31/22	06/30/24	04/01/23	08/30/24	03/01/23	10/30/24

**Progress This Quarter:** (1) Transportation Planning Scoping Information Sheet (TPSIS)  
 (2) Conceptual Cost estimate  
 (3) Right of Way cost estimate  
 (4) Draft request for COOP for PA&ED phase

**Future Activities:** (1) Environmental Assessment, storm water data report, utility maps and right of way mapping  
 (2) Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans  
 (3) Address Caltrans comments on the draft Quality Management Plan(QMP) and submit to Caltrans  
 (4) Update the PID schedule  
 (5) Submit draft PSR/PDS to Caltrans  
 (6) Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans

**Issues:** None

**Funding:** 

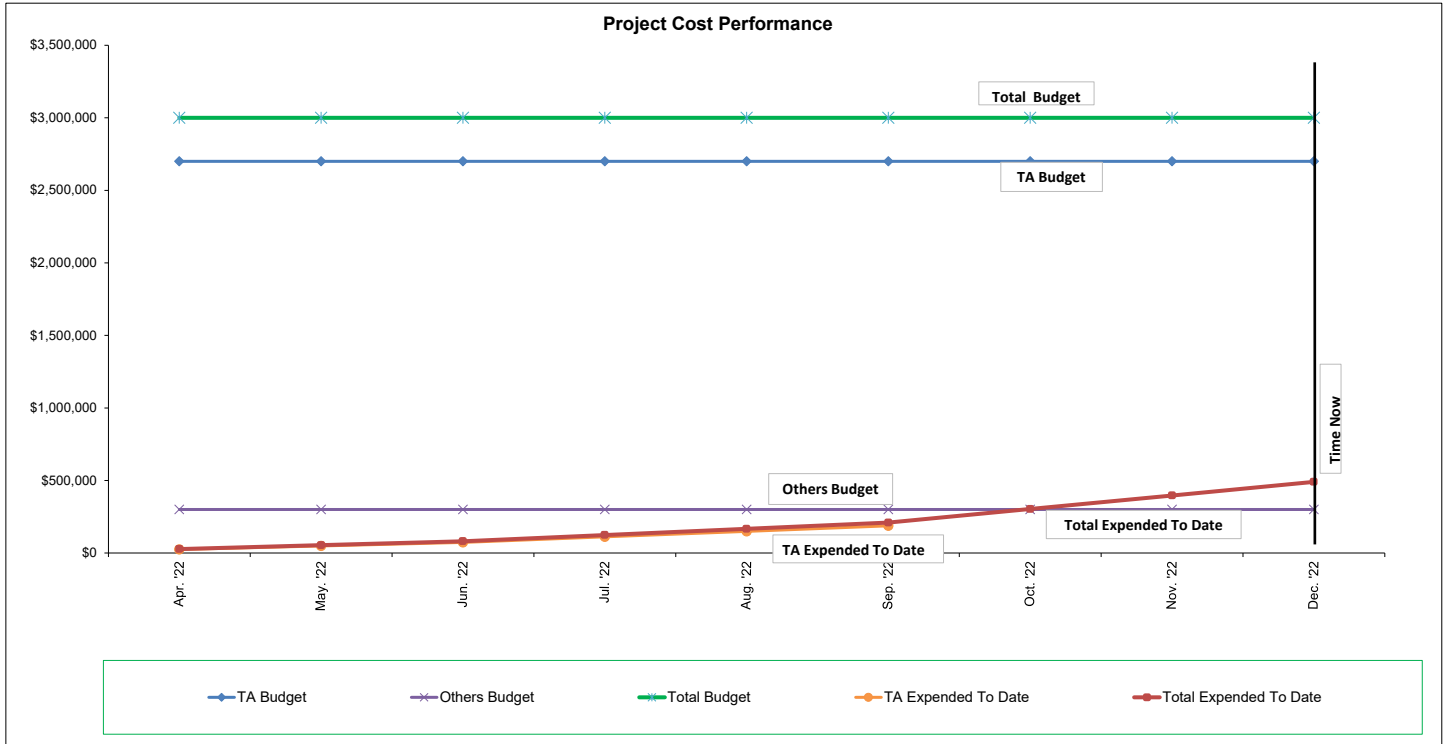
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$2,700,000	90%	\$440,314	16%	\$2,700,000	90%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$300,000	10%	\$50,007	17%	\$300,000	10%
<b>Total</b>	<b>\$3,000,000</b>	<b>100%</b>	<b>\$490,322</b>	<b>16%</b>	<b>\$3,000,000</b>	<b>100%</b>

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,700,000	\$440,314	\$2,259,686	\$2,700,000	\$0
Others	\$300,000	50,007	\$249,993	\$300,000	\$0
<b>Total Project</b>	<b>\$3,000,000</b>	<b>\$490,322</b>	<b>\$2,509,678</b>	<b>\$3,000,000</b>	<b>\$0</b>



**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) Prepared PPT presentation and presented to Midcoast Community Council (11/30/2023)
- (3) Continued collecting data on project utilities.
- (4) Continued draft utility maps/row mapping
- (5) Attended Caltrans traffic Ops meetings
- (6) Filed the Traffic Engineering Performance Assesment (TEPA) memo, Vehicle Miles Traveled Decision Document (VMTDD) to Caltrans
- (7) Continued working on the draft Purpose & Need
- (8) Began working on the Preliminary Environmental Assesment Report (PEAR)

**Future Activities:**

- (1) Continue to work on design alternatives
- (2) Continue working on the Fact Sheet
- (3) Address the comments on the traffic memo
- (4) Continue working on the PEAR

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,145,000	90%	\$224,969	20%	\$1,145,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$125,000	10%	\$24,401	20%	\$125,000	10%
<b>Total</b>	<b>\$1,270,000</b>	<b>100%</b>	<b>\$249,370</b>	<b>20%</b>	<b>\$1,270,000</b>	<b>100%</b>

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,145,000	\$224,969	\$920,031	\$1,145,000	\$0
Others	\$125,000	24,401	\$100,599	\$125,000	\$0
<b>Total Project</b>	<b>\$1,270,000</b>	<b>\$249,370</b>	<b>\$1,020,630</b>	<b>\$1,270,000</b>	<b>\$0</b>



**Issues:** None

# 100664 - ECR - BICYCLE & PEDESTRIAN IMPROVEMENT PROJECT

TA Role: Funding Agency

Sponsor/Implementing Agency: Town of Colma

**Scope:**



The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The PSR-PDS will serve as the Project Initiation Document (PID) for this Project. The PID identifies the Project need and purpose, stakeholder inputs, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, and potential funding sources. The PSR-PDS will also identify the type of environmental documents to be prepared to move into the Project Approval and Environmental Document (PA&ED) phase.

**Project Status Summary:**

The funding agreement between TA and Town of Colma was executed on 12/15/2022. A Cooperative Agreement has been executed with Caltrans for Project Oversight. The Request for Proposal (RFP) is being prepared and will be advertised by end of January 2023. The proposal submission date is due to end of February 2023. The Project Study Report – Project Development Support (PSR – PDS) is anticipated to start in early April 2023 once the consultant selection and contract award process is complete.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	12/15/22	05/31/24	12/15/22	05/31/24	12/15/22	05/31/24

(4a)

**Progress This Quarter:**

The Town executed a Cooperative Agreement with Caltrans for Project Oversight. Prepared the Project Factsheet for Caltrans. Defined the Scope of Work and started drafting the Request for Proposal document. Maintained PM coordination with Town, TA, and Caltrans.

**Future Activities:**

Publish the RFP by end of January 2023. Complete the consultant selection process and contract award by March 2023. Schedule the kick-off Meeting in early April 2023 and Project Development Team (PDT) in late April 2023.

**Issues:**

The Funding Agreement with TA was made on November 17, 2022 and executed on December 15, 2022. The Town could not start the project prior to the execution date of the Agreement. Town may request TA to extend the Funding Agreement schedule based on the project baseline schedule that will be set by the selected Consultant.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,800,000	90%	\$801	0%	\$1,800,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Town of Colma	\$200,000	10%	\$89	0%	\$200,000	10%
<b>Total</b>	<b>\$2,000,000</b>	<b>100%</b>	<b>\$890</b>	<b>0%</b>	<b>\$2,000,000</b>	<b>100%</b>

**Issues:**

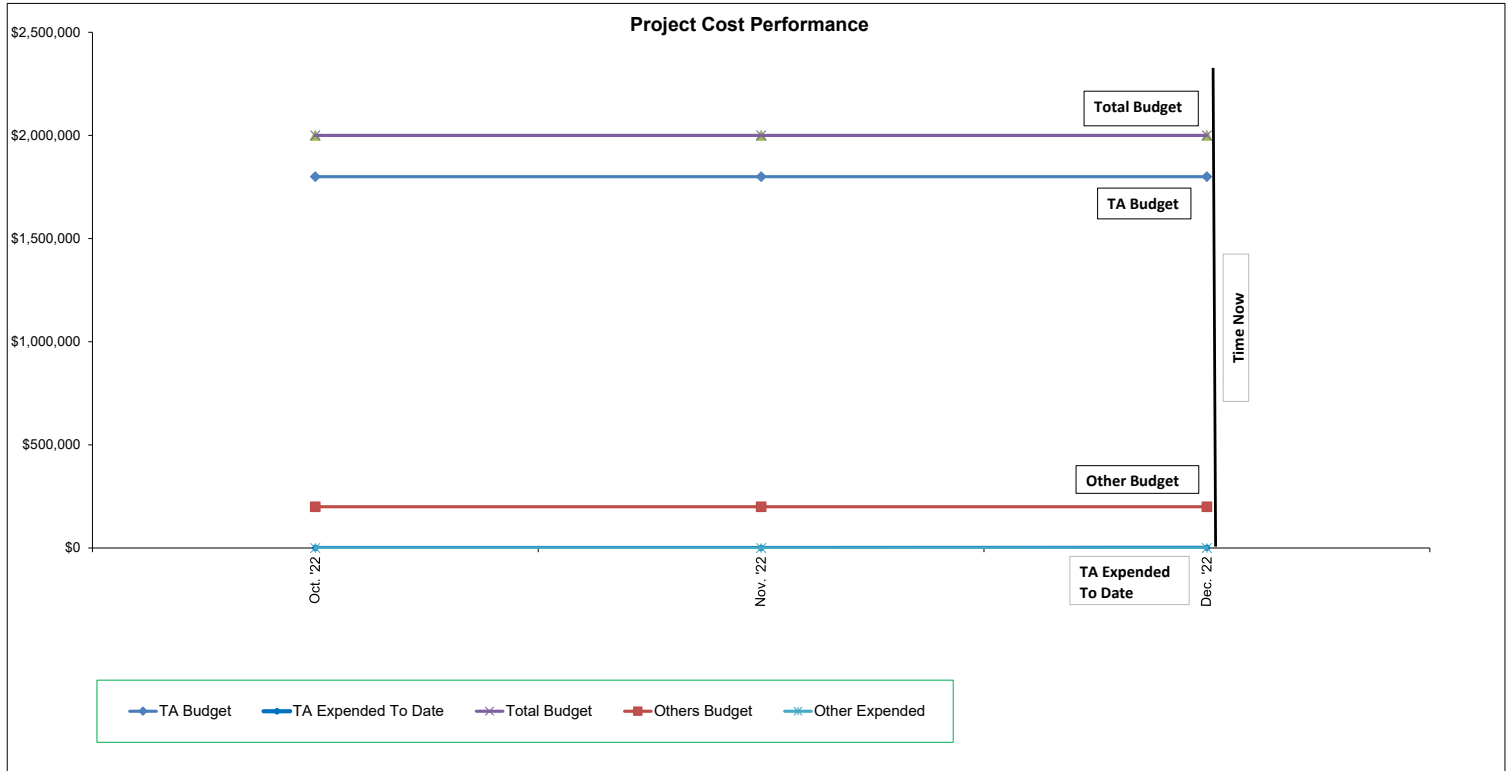
None



**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,800,000	\$801	\$1,799,199	\$1,800,000	\$0
Town of Colma	\$200,000	\$89	\$199,911	\$200,000	\$0
<b>Total Project</b>	<b>\$2,000,000</b>	<b>\$890</b>	<b>\$1,999,110</b>	<b>\$2,000,000</b>	<b>\$0</b>



**Issues/Notes:** None

**Level 2 Projects**  
**Caltrain-Grade**  
**Separation**

25th Avenue Grade Separation

Project No.

002088

**Table 1. Status Summary and Total Project Performance**

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

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
99.08%	0.33%	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

Project No.

002088

**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	01/31/23	01/31/23	0	0
Gate 8 - Project Closeout	05/31/23	05/31/23	0	0

25th Avenue Grade Separation

Project No.

002088

**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	4,593	6,618	6,618	0	0.0%
Environmental	1200	385	324	709	709	0	0.0%
Real Estate	2100		8,970	8,970	8,970	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		117,140	117,140	117,140	0	0.0%
Construction Management	4100		13,399	13,399	13,399	0	0.0%
Design Support During Const.	4200		5,766	5,766	5,766	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,761	2,752	2,752	0	0.0%
Project Management	5100	585	6,683	7,268	7,268	0	0.0%
Project & Document Control	5200	80	1,923	2,003	2,003	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	753	771	771	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		1,271	1,271	1,271	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		1,963	1,963	1,963	0	0.0%
<b>Subtotals</b>	NA	<b>4,128</b>	<b>197,347</b>	<b>201,475</b>	<b>201,475</b>	<b>0</b>	<b>0.0%</b>
Unknown Risks	NA	NA	NA	NA	380		
Unallocated Contingency	9900	372	8	380	NA	0	0.0%
<b>Grand Totals</b>	<b>NA</b>	<b>4,500</b>	<b>197,355</b>	<b>201,855</b>	<b>201,855</b>	<b>0</b>	<b>0.0%</b>
(*) 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
<b>Totals</b>		<b>4,700</b>	<b>197,155</b>	<b>201,855</b>	<b>201,855</b>	<b>0</b>

25th Avenue Grade Separation

Project No.

002088

**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	City of San Mateo will purchase the generator and bill the project.	\$ 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 - Resolved.		0	

**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	5/31/2023
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.	5/31/2023

**KEY ACTIVITIES - Current Reporting Quarter**

Continued working on closing out the construction contract. Recorded the project completion with the County.

**NEXT KEY ACTIVITIES**

Issue contract completion. Finish the billing to the project funding partners.

**PROJECT NOTES**

Project was re-baselined following the Management Committee approval on January 26, 2023 of an updated Work Plan.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole

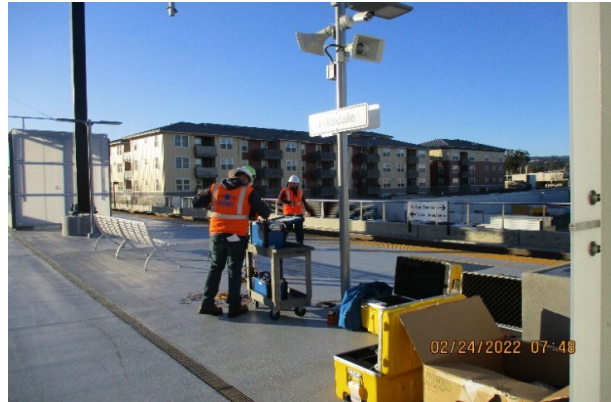


Photo 2 - OCS Grounding Testing.

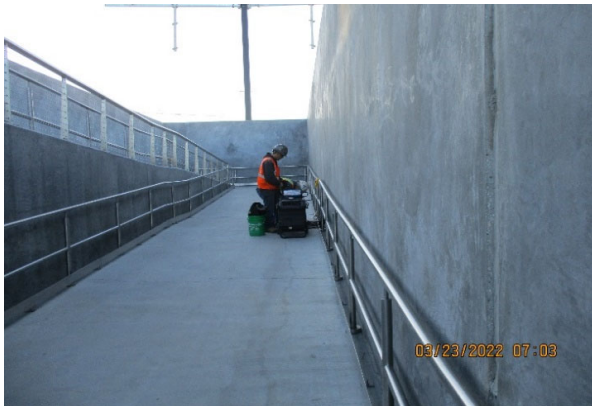


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

**Burlingame Broadway Grade Separation**

Project No. **100244**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>3.9%</b>	0.13%	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	01/26/23	01/26/23	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**

Project No. **100244**

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original (A)	Changes (B)	Current (C = A+B)		Amount (E = C-D)	Percentage (F = E/C)
Planning & Engineering	1100	15,676		15,676	15,676	0	0.0%
Environmental	1200	2,156		2,156	2,156	0	0.0%
Real Estate	2100	6,449		6,449	6,449	0	0.0%
Utilities Relocations	2200	6,243		6,243	6,243	0	0.0%
Const./Impl. Contracts	3100	242,940		242,940	242,940	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	632		632	632	0	0.0%
Project Management	5100	4,750		4,750	4,750	0	0.0%
Project & Document Control	5200	464		464	464	0	0.0%
Finance/Accounting	5300	10		10	10	0	0.0%
Contracts & Procurement	5400	63		63	63	0	0.0%
Legal	5500	54		54	54	0	0.0%
Information Technology	5600	5		5	5	0	0.0%
Communications/P. Relations	5700	44		44	44	0	0.0%
Human Resources	5800	4		4	4	0	0.0%
Safety/Security & Risk Mgmt.	5900	73		73	73	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	666		666	666	0	0.0%
Undefined and Others		89		89	89	0	0.0%
<b>Subtotals</b>	NA	<b>287,740</b>	<b>0</b>	<b>287,740</b>	<b>287,740</b>	<b>0</b>	<b>0.0%</b>
Unknown Risks	NA	NA	NA	NA	28,663	<b>0</b>	<b>0.0%</b>
Unallocated Contingency	9900	28,663		28,663	NA		
<b>Grand Totals</b>	NA	<b>316,403</b>	<b>0</b>	<b>316,403</b>	<b>316,403</b>	<b>0</b>	<b>0.0%</b>
(*) 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**

Project No. **100244**

**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
<b>Totals</b>		<b>6,050</b>	<b>19,363</b>	<b>25,413</b>	<b>25,413</b>	<b>0</b>

**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**

Review of the 65% plans continues. Plans were also forwarded to UP and CAHSR for their review and comment. Environmental is also reviewing the 65% plans and will start preparing permit application packages to USACOE, RWQB and CDFW. Project Delivery Method Assessment Report draft was circulated among workshop attendees for comment.

**NEXT KEY ACTIVITIES**

Continue reviewing the 65% plans and provide comments back to Mark Thomas. Schedule a Phase Gate review in January 2023. Continue 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 \$11M will continue. Per CPUC request, schedule a follow up meeting in January with Caltrans and UP in attendance. Finalize the Project Delivery Method Assessment Report and prepare staff report and resolution to make a recommendation to the JPB Board at its March 2023 meeting.

**PROJECT NOTES**

1. Management Committee approved Gate 4 of the project in January 2023.

Burlingame Broadway Grade Separation

Project No. 100244

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

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
98.8%	0.00%	100%

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

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	01/13/22	01/13/22	0	0
Gate 6 - Substantial Completion	12/22/22	12/22/22	0	0
Gate 7 - Start-Up/Turnover Complete	12/22/22	12/22/22	0	0
Gate 8 - Project Closeout Complete	06/30/23	06/30/23	0	0

South San Francisco Station Improvement Project

Project No. 002146

**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	-1,718	1,409	1,409	0	0.0%
Environmental	1200	100	-94	6	6	0	0.0%
Real Estate	2100	0	4,819	4,819	4,819	0	0.0%
Utilities Relocations	2200	200	4,670	4,870	4,870	0	0.0%
Construction ODCs	2300	0	63	63	63	0	0.0%
Const./Impl. Contracts	3100	37,000	10,236	47,236	47,236	0	0.0%
Construction Management	4100	3,323	3,427	6,750	6,750	0	0.0%
Design Support During Const.	4200	1,109	5,764	6,872	6,872	0	0.0%
Testing & Commissioning	4300	0	2,000	2,000	2,000	0	0.0%
Agency/ODCs	5000	0	1,661	1,661	1,661	0	0.0%
Project Management	5100	2,664	2,925	5,589	5,589	0	0.0%
Project & Document Control	5200	126	1,040	1,166	1,166	0	0.0%
Finance/Accounting	5300	63	-37	26	26	0	0.0%
Contracts & Procurement	5400	116	-71	44	44	0	0.0%
Legal	5500	50	322	372	372	0	0.0%
Information Technology	5600	0	11	11	11	0	0.0%
Communications/P. Relations	5700	0	19	19	19	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	547	547	547	0	0.0%
Equip./Material Purchases	6100	0	269	269	269	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,085	3,741	3,741	0	0.0%
Undefined and others			791	791	791		
<b>Subtotals</b>	NA	<b>49,533</b>	<b>38,729</b>	<b>88,262</b>	<b>88,262</b>	<b>0</b>	<b>0.0%</b>
Unknown Risks	NA	NA	NA	NA	0	<b>276</b>	<b>100.0%</b>
Unallocated Contingency	9900	6,767	-6,490	276	NA		
<b>Grand Totals</b>	NA	<b>56,300</b>	<b>32,239</b>	<b>88,539</b>	<b>88,262</b>	<b>0</b>	<b>0.0%</b>

(*) ICAP already included in totals above	2,681	1,535	4,216	4,203	13	0.3%
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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

Project No. 002146

**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
<b>Totals</b>		<b>55,000</b>	<b>41,600</b>	<b>96,600</b>	<b>94,600</b>	<b>2,000</b>

**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 ----- Resolved.	Installed stainless steel paneling for underpass wall to cover water leak stains as warranty work.	11/22/2022
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.	2/28/2023

**KEY ACTIVITIES - Current Reporting Quarter**

Received approval for final change order from Contract Change Committee. Issued the final payment. Acquired conditional and unconditional release from PMI and began work on Final Acceptance. Received approval to close Gate 6 and 7 from the Management Committee.

**NEXT KEY ACTIVITIES**

Issue Final Acceptance and file Notice of Completion. 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**

1. Project was re-baselined based on Management Committee approval of Gate 6 and 7 in December 2022.



South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Ped tunnel looking west



Photo 2 - Ped grade crossing



Photo 3 - Ped Underpass looking east



Photo 4 - Poletti Way looking towards East Plaza

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

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
0.3%	-0.17%	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)
Gate 1 Project Initiation	01/01/18	01/01/18	0	0
Gate 2 - 15% Development Complete	05/31/22	05/31/22	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
IFB	10/01/27	10/01/27	0	0
ROW Permits Complete	03/31/28	03/31/28	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

Project No. 002152

**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	1,730	558	24.4%
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	314	-236	-303.1%
Project Management	5100	1,508		1,508	1,751	-243	-16.1%
Project & Document Control	5200	468		468	471	-3	-0.6%
Finance/Accounting	5300	135		135	130	5	3.6%
Contracts & Procurement	5400	187		187	176	11	5.7%
Legal	5500	62		62	70	-8	-12.7%
Information Technology	5600	0		0	5	-5	
Communications/P. Relations	5700	62		62	66	-3	-5.4%
Human Resources	5800	0		0	4	-4	
Safety/Security & Risk Mgmt.	5900	104		104	97	7	7.1%
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%
<b>Subtotals</b>	NA	<b>277,635</b>	<b>0</b>	<b>277,635</b>	<b>277,556</b>	<b>79</b>	0.0%
Unknown Risks	NA	NA	NA	NA	27,725	0	0.0%
Unallocated Contingency	9900	27,725		27,725	NA		
<b>Grand Totals</b>	NA	<b>305,360</b>	<b>0</b>	<b>305,360</b>	<b>305,281</b>	<b>79</b>	0.0%
(*) ICAP already included in totals above		11,745	0	11,745	11,742	3	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
<b>Totals*</b>		<b>895</b>	<b>5,500</b>	<b>6,395</b>	<b>6,281</b>	<b>114</b>

\*\$114K is for City of SSF and City of San Bruno staff charges

**South Linden Avenue and Scott Street Grade Separation**

Project No. **002152**

**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 Resolved.	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.	10/31/2022

**KEY ACTIVITIES - Current Reporting Month**

Issued RFP and responded to questions from prospect proposers. Two proposals for Preliminary Engineering services were received on Dec 6th. The proposals were reviewed and scored. Interviews were set for Jan 9th.

**NEXT KEY ACTIVITIES**









Interview the proposers on Jan 9th, make a selection and negotiate the fee. Target April 2023 JPB Board meeting to award contract.

**PROJECT NOTES**

Whipple Avenue Grade Separation Study

Project No. 100410

**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
<b>TBD</b>	N/A	100%

The scope of work for the next phase of the 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.

**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

Project No. 100410

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	0
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	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	0		0	0	0	
<b>Subtotals</b>	NA	<b>1,151</b>	<b>0</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>	<b>0.0%</b>
Unknown Risks	NA	NA	NA	NA	0	0	
Unallocated Contingency	9900	0		0	NA		
<b>Grand Totals</b>	NA	<b>1,151</b>	<b>0</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>	<b>0.0%</b>
(*) 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**

Project No. **100410**

**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
<b>Totals</b>		<b>850</b>	<b>301</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>

**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**

None.

**NEXT KEY ACTIVITIES**

None.

**PROJECT NOTES**

The scope of work for the next phase of the 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.

**Watkins Ave Grade Crossing Safety Improvements**

Project No. **100522**

**Table 1. Status Summary and Total Project Performance** Project Phase: **6 - Procurement/Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding	Progress (%)	Change Prev. Qtr.	EAC/Budget
Current	G	G	G	G	<b>21.43%</b>	1.27%	100%
Previous	G	G	G	G			

**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: Granite Rock

**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	12/01/22	35	35
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

Project No. 100522

**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	0
Construction ODCs	2300	0	416	416	416	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,100	900	900	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	0
Agency/ODCs	5000	0	80	80	80	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	70	120	120	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	0
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	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	0
CalMod Program	7100	0	0	0	0	0	0
Oper. Support	8100	100	400	500	500	0	0
<b>Subtotals</b>	<b>NA</b>	<b>3,615</b>	<b>-165</b>	<b>3,450</b>	<b>3,450</b>	<b>0</b>	<b>0</b>
Unknown Risks	NA	NA	NA	NA	711	0	0
Unallocated Contingency	9900	560	151	711	NA	0	0
<b>Grand Totals</b>	<b>NA</b>	<b>4,175</b>	<b>-14</b>	<b>4,161</b>	<b>4,161</b>	<b>0</b>	<b>0</b>

(*) ICAP already included in totals above	147	0	147	0	147	100.0%
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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.

**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
<b>Totals</b>		<b>4,175</b>	<b>-14</b>	<b>4,161</b>	<b>4,161</b>	<b>0</b>

**Watkins Ave Grade Crossing Safety Improvements**

Project No. **100522**

**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**

Performed reference checks on the low bidder and all responses were positive. Executed the TASI work directive to support this project. The JPB Board awarded the construction contract to Granite Rock. Received Granite Rock's insurance and bonds.

**NEXT KEY ACTIVITIES**

Issue Limited Notice to Proceed to Granite Rock.

**PROJECT NOTES**

None.

**PROJECT PHOTOS**

To be updated.



# **Ferry** **Program Project**

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

<p><b>100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Preliminary Engineering and Environmental Review (PE/ENV)</p> <p><b>Status:</b> Project team finalized the project scope, schedule and budget after review by the Port of RWC, the City, WETA and SMCTA. The funding agreement between SMCTA and the Port of RWC was executed on October 19, 2022. The Memorandum of Understanding (MOU) for the project, between the Port of RWC, the City and WETA, was adopted on November 3, 2022. The project team prepared and circulated the Request for Proposals (RFP) for environmental consulting services to complete CEQA/NEPA (compliant environmental reviews).</p>	<p><b>SMCTA Budget</b> \$3,499,200</p> <p><b>Expended</b> \$0</p> <p><b>Remaining</b> \$3,499,200</p>
<p><b>100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)</b></p> <p><b>Scope:</b> 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><b>Phase:</b> Planning.</p> <p><b>Status:</b> Project team continued discussions with regulators (US Army Corps of Engineers, the National Marine Fisheries and the Regional Water Quality Control Board) and accepted feedback on the proposed interim project. Given comments from the regulators and the limited lifespan of the initial grading plan, the project team further developed interim conceptual grading plan to address SLR (Sea Level Rise) with and without sea walls. Conceptual plans were updated for the landscape/site surface improvements and were included with the interim site grading project. Project team circulated updated conceptual plans for landscape/site surface improvements with various City departments for feedback.</p>	<p><b>SMCTA Budget</b> \$350,000</p> <p><b>Expended</b> \$100,726</p> <p><b>Remaining</b> \$249,274</p>

# **Pedestrian and Bicycle** **Program Project**

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
Burlingame	Burlingame Station Pedestrian Improvements Project	City Council awarded construction contract to FBD Vanguard, October 2022.	Dec 2020	April 2023	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Project team completed 100% of submittal set and project specifications.	Dec 2020	Sep 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 Spring/Summer 2023.	Dec 2020	Dec 2025	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Pre-construction meeting was held on October 2022. Construction began in November 2022, which included demolition of existing medians and installation of new curbs.	Mar 2018	Jun 2023	Jul 2023	\$810,000	\$0	\$93,937	\$716,063
Daly City	Vision Zero Community Outreach Program	Project team planned road signage locations and implemented a social media calendar, including a pop-up event. Project team collaborated with local school districts to include Vision Zero materials as part of the curriculum.	Dec 2020	Mar 2023	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Project team distributed letters to Native American Tribes, requesting comments for possible locations of Native American historical sites. Draft IS/MND (Project Initial Study/Mitigated Negative Declaration) was completed and distributed to Caltrans District-4 Environmental staff for review. Bridge data reports were completed and reviewed by Caltrans Bridge team. Project team met with Caltrans to discuss any required amendment to its maintenance agreement. Project team hired an environmental biological restoration consultant to prepare the riparian mitigation plan. The City applied and was awarded the 2022 Cycle 6 Ped/Bike grant for the construction phase funding.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$158,585	\$156,415
Menlo Park	Haven Avenue Streetscape Project	The City assigned a new Project Engineer. Design was at 90% completion. Caltrans encroachment permit was extended to June 2023.	Apr 2014	Sep 2024	Original: 4/2021 Extension: 12/2024	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Construction completed, including punch list items.	Mar 2018	Mar 2023	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 continued pre-project planning and preliminary engineering.	Dec 2020	Dec 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 continued pre-project planning and preliminary engineering.	Dec 2020	Dec 2023	Mar 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Storm drain work continued. Sidewalk and curb ramps work continued and median island/landscape work began. Pavement overlay work began.	Dec 2020	Mar 2023	Jul 2024	\$0	\$360,000	\$0	\$360,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design was at 90% completion.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$305,502	\$1,095,498
San Carlos	Holly Street Highway 101 Interchange Project	Due to the 101 Express Lane Project and funding issues, the City applied and was awarded the 2022 Cycle 6 Ped/Bike grant for the Holly Street Highway 101 Interchange Project. The 2015 Cycle award was de-programmed and the Cycle 6 was re-programmed to reset timely use of funds requirements. The City is required to fully fund the project by December 2023 to retain the TA award.	Dec 2022	Oct 2026	N/A	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Final design was nearing 100% completion and worked to resolve identified issues in the 90% design documents.	Dec 2020	Jul 2023	Jun 2023	\$0	\$700,000	\$390,612	\$309,388
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Project team began work on existing conditions review and planning community engagement strategy. Project team chose Technical Advisory Group (TAG) of stakeholders for ongoing project input.	Dec 2020	June 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000

Notes:

The City of Belmont completed the "Ralston Avenue Corridor Improvement Project - Segment 3", which included construction, funded by Measure W.



## 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.

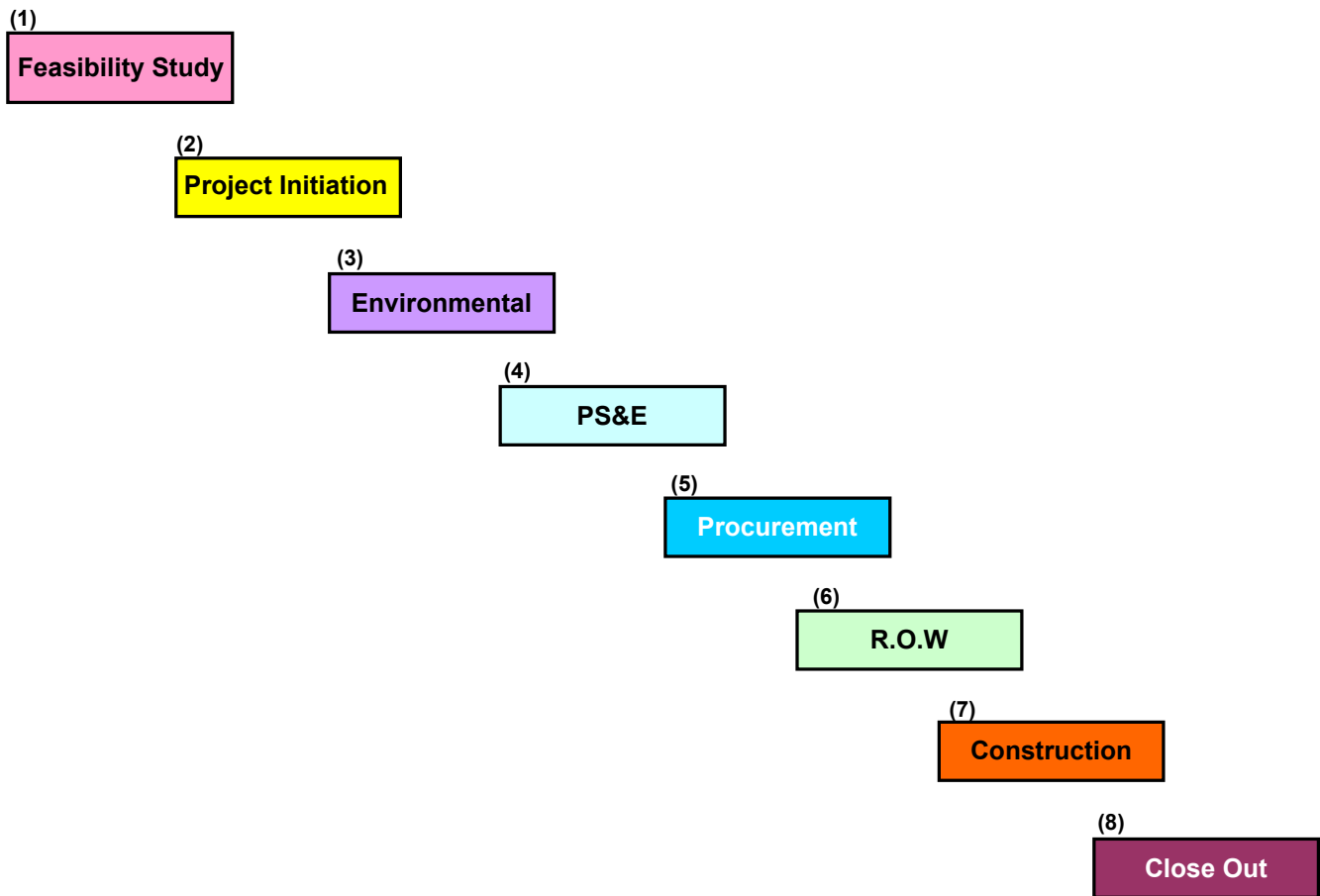
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

**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)
<b>1. SCOPE</b>	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
<b>2. BUDGET</b>	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
<b>3. SCHEDULE</b>	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
<b>4. FUNDING</b>	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>



## Performance Status (Traffic Light) Criteria Caltrain Program

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

	<b>Completed</b>
	<b>Critical path</b>
	<b>Baseline/target schedule</b>