

Capital Projects

Quarterly Status Report

4th Quarter FY2019 : April 01 - June 30, 2019

Report prepared for the September 05, 2019 TA Board Meeting

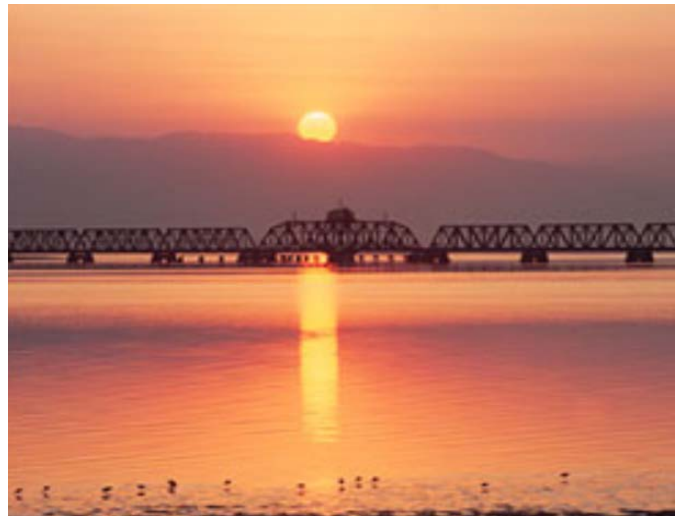




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= Project On-Hold
 = No Issues
 = Notable Issues
 = Significant Issues

Level 2 Projects Highways

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and design support during construction
Sponsor: City of Burlingame

Scope:



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans is the implementation agency for the construction phase, and is responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way will be part of a subsequent contract following completion of the current roadway construction contract.

Project

Status

Summary:

PID, PA&ED, and PS&E phases were completed. Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project is in right-of-way closeout stage and highway planting final design.

Issues:

None

Schedule:



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

Progress

This Quarter:

- (1) Submitted as-built drawings for Caltrans approval.
- (2) Continued right-of-way coordination and closeout.
- (3) Began subsequent highway planting final design.
- (4) Continued to develop highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting design phase.
- (5) Presented highway planting conceptual design to City of Burlingame City Council.

Future

Activities:

- (1) Submit subsequent highway planting 65% design for Caltrans to review.
- (2) Execute highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting phase.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,090,107	96%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,730,822	97%	\$93,738,000	100%

Issues:

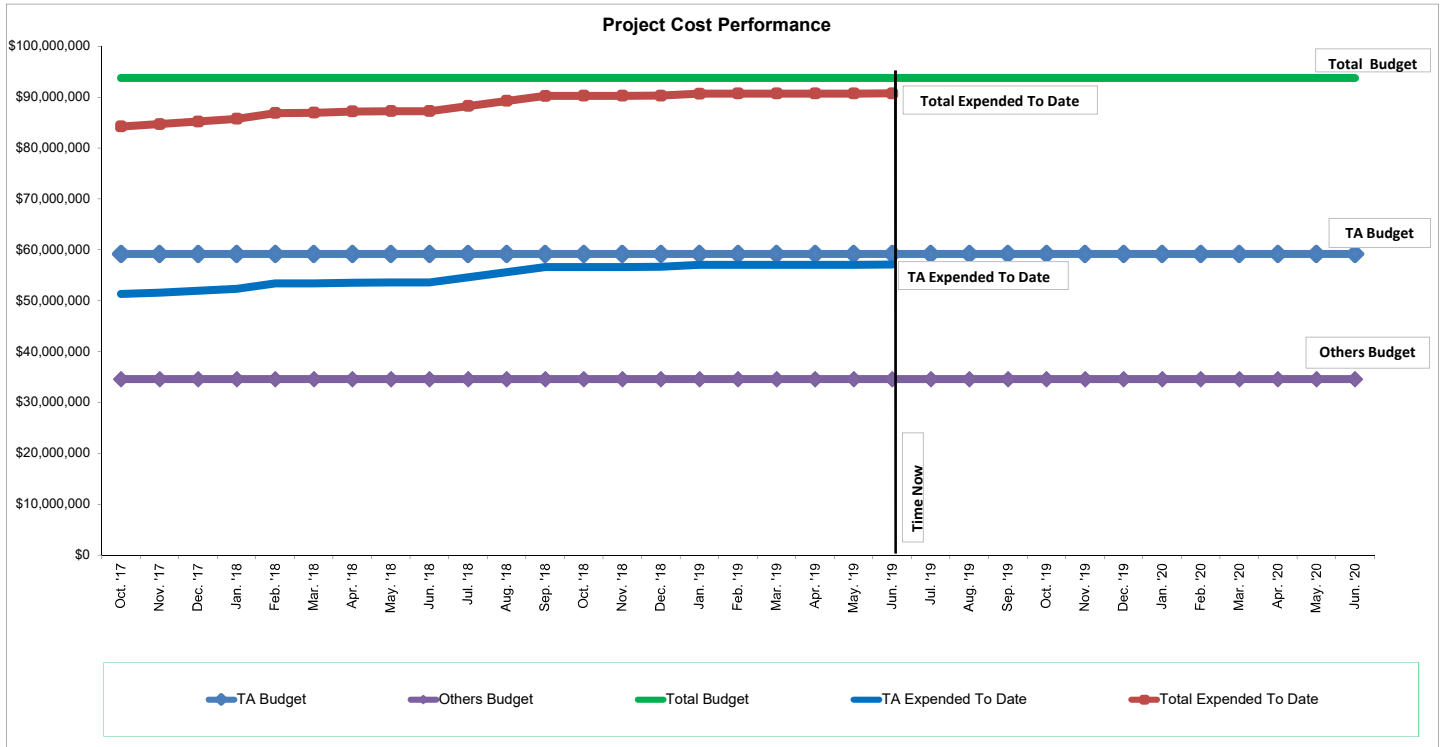
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,090,107	\$2,096,893	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,730,822	\$3,007,178	\$93,738,000	\$0

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



* Cost inception from the beginning of roadway construction phase.

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



This project will convert the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replace the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also includes realignment and widening of on- and off-ramps, and new signals at the ramp intersections.

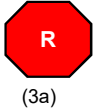
Project Status Summary:

TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park 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 project is currently in Stage 4 construction. Caltrans is performing construction administration and inspection, and has reported that the contractor has completed approximately 93% of the construction contract work, 98% of the scheduled time has been used (including time extension due to change orders) and 86% of the budget has been expended.

Issues:

None

Schedule:



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

Progress This Quarter:

- (1) Continued electrical work.
- (2) Continued construction coordination with U.S. 101 Express Lanes Project.
- (3) Shifted traffic to final stage (stage 4) in April.
- (4) Realigned lanes on bridge toward the center to construct bridge sidewalk, barriers and fence.
- (5) Performed deck grinding and installed deck drain.
- (6) Constructed rubberized hot mix asphalt top lift.
- (7) Constructed final paving and erosion control.
- (8) Began to work on punch list items.
- (9) Continued to finalize time and location for a ribbon cutting ceremony.
- (10) Adjusted temporary traffic signal to permanent signal cycle.
- (11) Finished constructing abutment wall.

Future Activities:

- (1) Complete punch list items.
- (2) Conduct a ribbon cutting ceremony.
- (3) Continue to adjust traffic signal to permanent signal cycle.
- (4) Coordinate with City and Caltrans on subsequent highway planting conceptual design.

Issues:

Early change orders, shortage of labor and materials and jobsite injuries resulted in delay in schedule. Caltrans Resident Engineer and City of Menlo Park staff have been meeting with homeowners by the interchange to resolve construction issues.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$57,040,952	79%	\$71,800,000	86%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	14%
Total	\$83,352,000	100%	\$68,592,952	82%	\$83,352,000	100%

Issues:

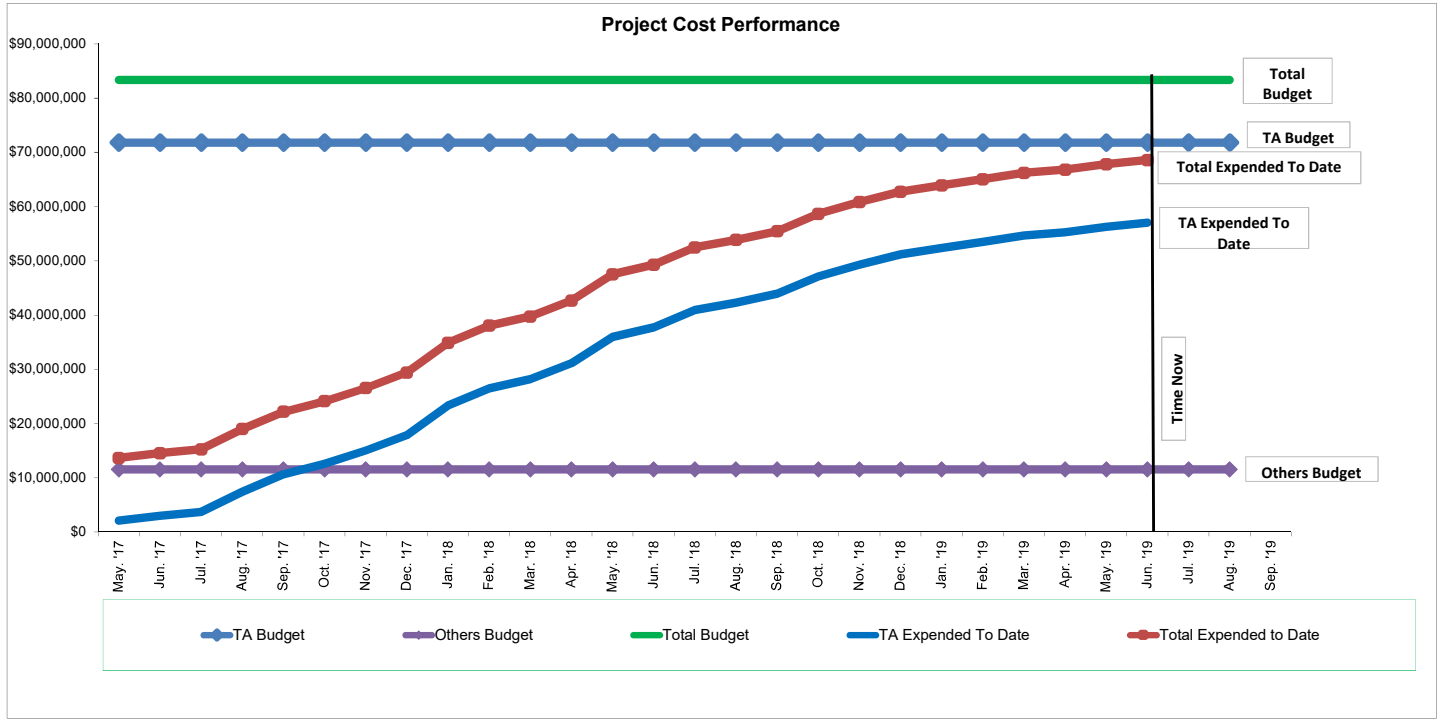
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans once State funds become available.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$57,040,952	\$14,759,048	\$71,800,000	\$0
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$68,592,952	\$14,759,048	\$83,352,000	\$0

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



* Cost inception from the beginning of current construction phase.

Issues:

Issues associated with design discrepancies and unforeseen site conditions resulted in early changes with additional costs and time. Material and labor escalation costs resulted from project delays contribute to the additional costs. Additional costs will be covered by construction contingency funds.

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realignment of freeway ramps. The Project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

Project Status Summary:

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The project is currently advancing PS&E from 65% to 95% level.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (3/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	05/01/20	08/01/17	05/01/20
Right-of-way	08/01/17	05/01/20	08/01/17	05/01/20	08/01/17	05/01/20

Progress This Quarter:

- (1) Continued to advance PS&E package to 95% level.
- (2) Continued to work on 65% structure design.
- (3) Continued to work on geotechnical design and materials report and HazMat report.
- (4) Performed field verification of wetland area.
- (5) Submitted design exception fact sheets.
- (6) Continued to work on enhancing storm water treatment areas.
- (7) Continued to update Storm Water Data Report.
- (8) Reviewed refinement to the right-of-way requirements.
- (9) Reviewed Harbor View Place layout design.
- (10) Continued utility coordination and updated Encroachment Policy Variance Request.
- (11) Conducted constructability review meeting with Caltrans.
- (12) Submitted UPRR roadway submittal for review.
- (13) Began to address UPRR comments on structural submittal.
- (14) Conducted coordination meeting with PG&E.
- (15) Continued coordination with California Public Utilities Commission.
- (16) Submitted updated wetland delineation area to Caltrans and United States Army Corps of Engineers (USACE) for approval.
- (17) Began addressing comments from USACE on wetland areas.

Future Activities:

- (1) Continue to work on utility identification and verification.
- (2) Continue to work on utility relocation/occupation plans.
- (3) Continue to work on geotechnical and HazMat reports.
- (4) Continue to update Critical Path Method (CPM) schedule.
- (5) Continue to assess/ incorporate the 65% comments.
- (6) Continue to advance PS&E package to 95% Level.
- (7) Amend Funding Agreement for additional work and time needed to complete the project.

Issues:

Delay on the approval of the Structure Type Selection Report affected the schedule for the development of 65% structure design. Additional work including design of sanitary sewer and water facilities, soil stabilization, right-of-way engineering and supplemental field survey could add time to the schedule delay. Schedule will be updated once the City of Redwood City completes analysis schedule impacts.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$7,828,096	68%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$2,589,492	89%	\$2,894,000	20%
Total	\$14,454,000	100%	\$10,417,588	72%	\$14,454,000	100%

Issues:

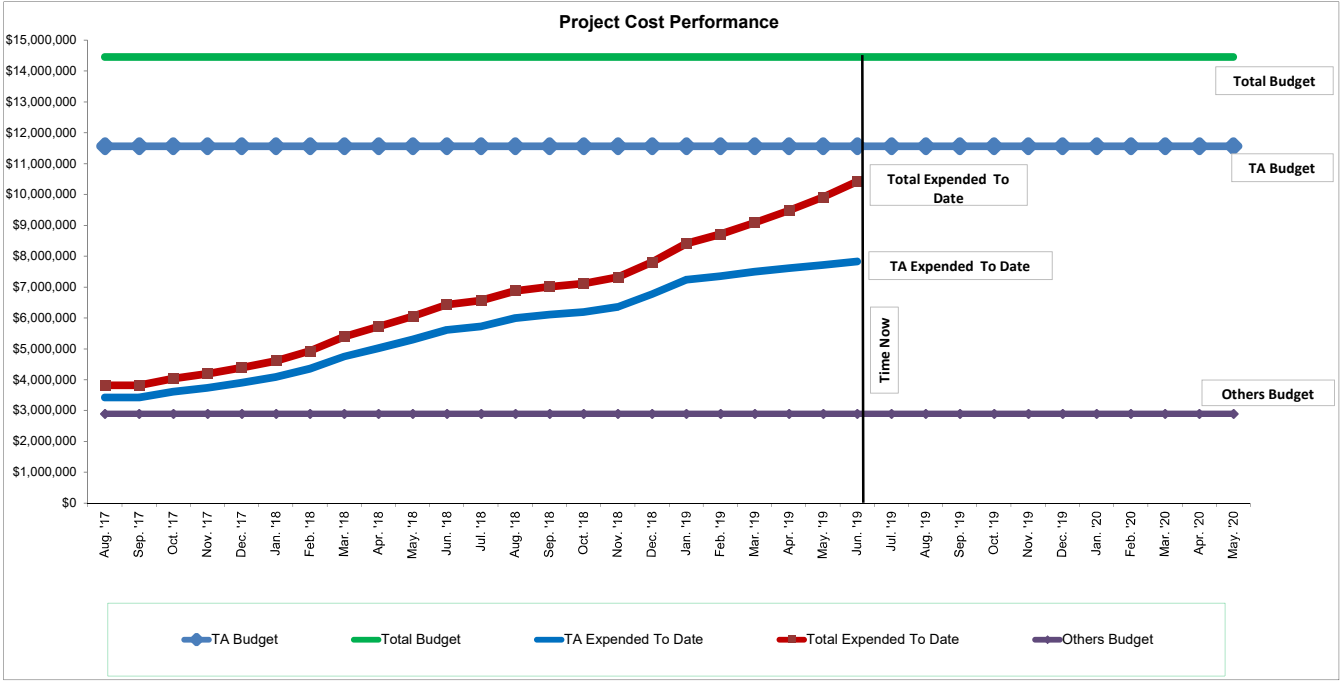
The City is working to develop a full funding plan for the construction phase of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$7,828,096	\$3,731,904	\$11,560,000	\$0
Others	\$2,894,000	\$2,589,492	\$304,508	\$2,894,000	\$0
Total Project	\$14,454,000	\$10,417,588	\$4,036,412	\$14,454,000	\$0

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



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

Issues:

Additional work including design of sanitary sewer and water facilities, soil stabilization, right-of-way engineering and supplemental field survey could result in additional cost, which will be covered by contingency funds.

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



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

Project Status Summary:

The construction phase was administrated by Caltrans and offsite mitigation were 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.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/20	01/01/18	12/31/20

Progress This Quarter: (1) Continued Phase II biological monitoring.

Future Activities: (1) Continue Phase II biological monitoring.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,712,277	95%	\$8,146,866	51%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,409,476	97%	\$15,844,065	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,712,277	\$434,589	\$8,146,866	\$1,907,134
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,409,476	\$434,589	\$15,844,065	\$2,000,316

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

Project Cost Performance



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT (Previously U.S. 101/ Managed Lanes Project)

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

Sponsors: C/CAG and TA

Scope:



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

Project Status Summary:

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

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

Progress

This Quarter:

- (1) Continued to address comments on 65% PS&E for the northern segment.
- (2) Began to prepare 95% PS&E for the northern segment.
- (3) Continued coordination with PG&E and AT&T for service point connections.
- (4) Continued 65% estimate reconciliation with contractor for the northern segment.
- (5) Reviewed and issued Contract Change Orders.
- (6) Continued construction of the southern segment.
- (7) Incorporated Bay Area Infrastructure Financing Authority (BAIFA) comments on tolling sign for the northern segment.
- (8) Continued construction coordination with U.S. 101/Willow Interchange Project, U.S. 101/ Holly Street Interchange Project, U.S. 101/ S.R. 92 Area Improvements Project and U.S. 101/ S.R. 92 Direct Connector Project.
- (9) Executed Cooperative Agreement with C/CAG, Caltrans and TA for construction phase.
- (10) Conducted constructability/risk management workshops.
- (11) TA and C/CAG Boards formed a Joint Powers Authority (JPA) as the joint owners of the project.

Future

Activities:

- (1) Continue to advance design to 100% for the northern segment.
- (2) Complete 65% estimate reconciliation with contractor for the northern segment
- (3) Continue coordination with PG&E and AT&T for service point connections.

Issues:

The project was broken down into northern and southern segments. The design phase for the southern segment was completed. The project was rebaselined to reflect the schedule for both segments.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$32,500,000	21%	\$23,740,116	73%	\$32,500,000	21%
Others						
Federal	\$9,500,000	6%	\$9,500,000	100%	\$9,500,000	6%
State	\$110,527,000		\$37,946,889	34%	\$110,527,000	71%
Private*	\$3,000,000	2%	\$3,000,000	100%	\$3,000,000	2%
Total	\$155,527,000	29%	\$74,187,005	48%	\$155,527,000	100%

* \$3M from SAMCEDA Funding Agreement.

Issues:

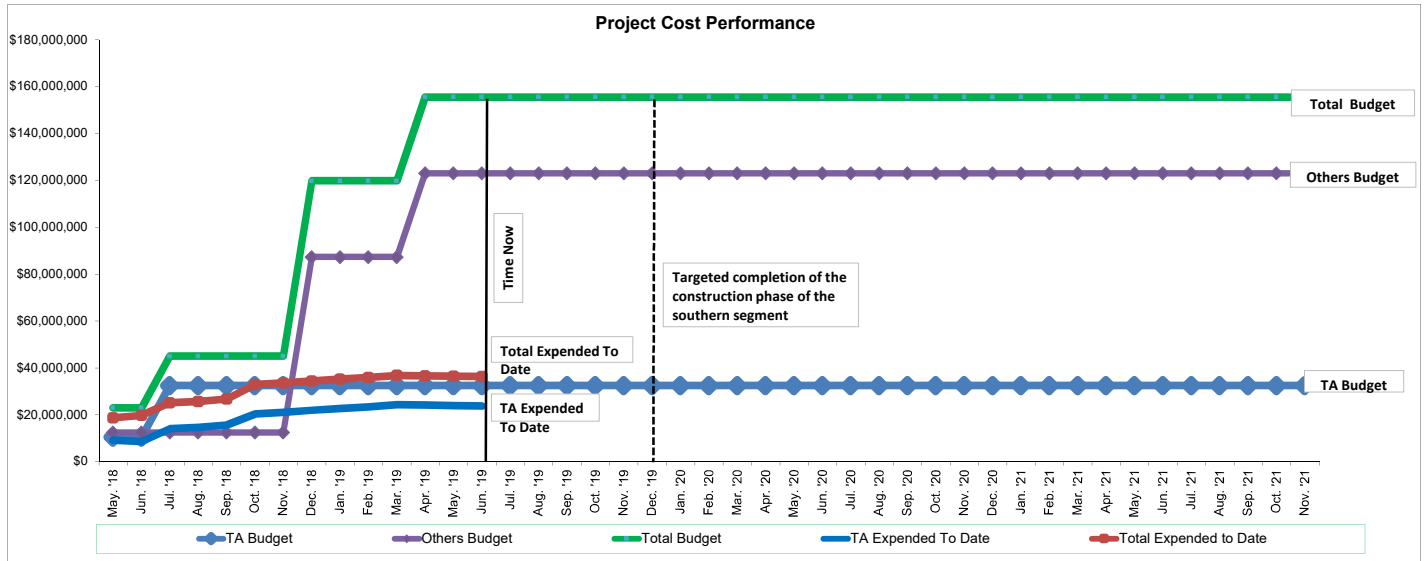
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. An additional \$50M of private funding was secured for the project and will be added to the funding table once the construction of the northern segment begins.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$32,500,000	\$23,740,116	\$8,759,884	\$32,500,000	\$0
Others	\$123,027,000	\$50,446,889	\$72,580,111	\$123,027,000	\$0
Total Project	\$155,527,000	\$74,187,005	\$81,339,995	\$155,527,000	\$0

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



* Cost inception from the beginning of current design 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 of \$22 M of Measure A funds were added to the project budget in July 2018. \$74.81M 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. An additional \$50M of private funding was secured for the project and will be added to the funding table once the construction of the northern segment begins.

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. Project is in final design.

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	11/30/19	09/27/17	11/30/19

Progress

This Quarter:

- (1) Reviewed PG&E design drawing for service point location.
- (2) Continued to address Caltrans and TA comments on 100% PS&E package.
- (3) Continued to advance the PS&E package to final design level.
- (4) Continued coordination for U.S. Fish and Wildlife Service (USFWS) Formal Consultation and Biological Opinion.
- (5) Obtained Design Standard Decision Document approval from Caltrans.
- (6) Developed hazardous materials investigation scope of work and cost estimates.

Future

Activities:

- (1) Finalize the PS&E package to final design level.
- (2) Finalize remaining Environmental Memos and documents.
- (3) Obtain Design Standard Decision Document approval from Caltrans.
- (4) Begin hazardous materials investigation.

Issues:

County of San Mateo is pursuing federal funding, which requires the preparation of NEPA document. USFWS requested a full formal consultation which added 7 months to the project schedule. Caltrans requested to have a site investigation for potential hazardous materials that will add time and cost to the project. The schedule is rebaselined to reflect the project's current schedule due to added scope.

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$751,528	50%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$751,528	50%	\$1,500,000	100%

Issues:

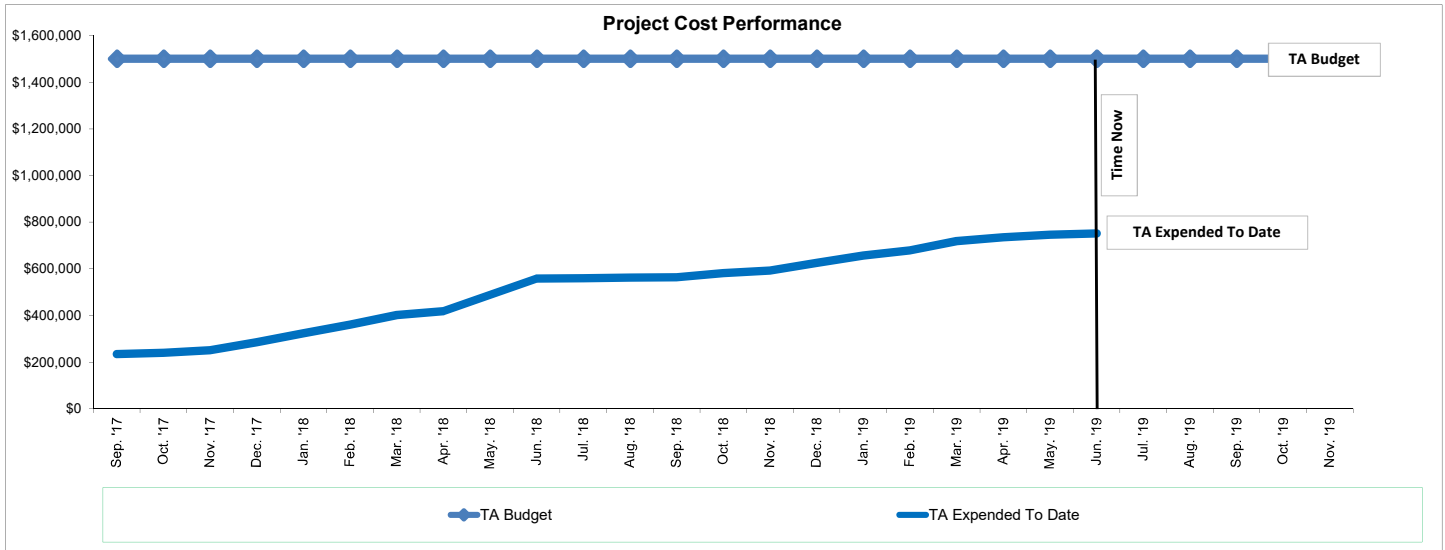
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$751,528	\$748,472	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$751,528	\$748,472	\$1,500,000	\$0

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



* Cost inception from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

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



Project Status Summary: The environmental document was certified by Caltrans on June 19, 2015. Final Project Report for the interchange was approved by Caltrans on September 25, 2015. PS&E phase of work was commenced in July 2015. The 65% design was submitted to Caltrans in November 2015. The interchange project was combined with the pedestrian overcrossing project, for which a Supplemental Project Report and Environmental Certification Revalidation are required and were approved in March 2018. 100% PS&E package was approved by Caltrans in June 2018. The City of San Carlos plans to combine the interchange project with the pedestrian overcrossing as a single construction project. The project is in preparation for advertisement.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (03/15)		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	6/19/2015*
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	9/30/2018*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	9/30/2018*



Progress This Quarter:

- (1) Continued to finalize bid package and prepare to advertise project.
- (2) Continued to finalize Funding Agreement.
- (3) Began construction coordination with U.S. 101 Express Lanes Project.

Future Activities:

- (1) Finalize bid package and advertise project in August 2019.
- (2) Execute Funding Agreement.
- (3) Continue construction coordination with U.S. 101 Express Lanes Project.

Issues: The project will be constructed at the same time as U.S. 101 Express Lanes Project. To avoid construction conflicts, Caltrans is accessing the risk of constructing both U.S. 101/ Holly Street Interchange Project and U.S. 101 Express Lanes Project at the same time.

Funding :

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



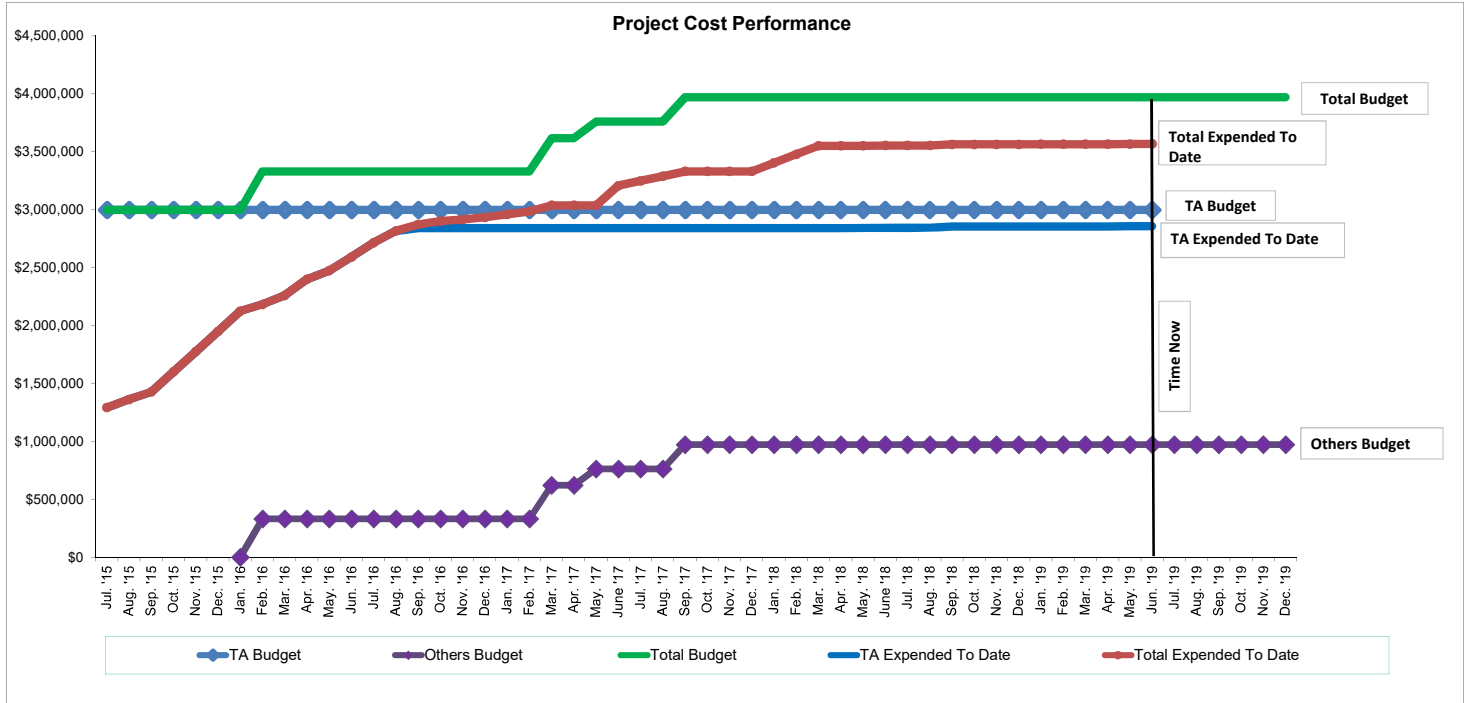
Issues: The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

Budget:



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

Note: Budget is for PA&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds.

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

TA Role: Implementing Agency and Funding Agency
Sponsor: City of San Mateo

Scope: The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.

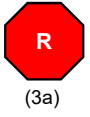


Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform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

Issues: Delay in issuing baseline schedule due to additional public meetings requested by the City of Burlingame to address potential traffic impact on City's streets.

Schedule:

Major Milestones:	Original Baseline		Current Baseline (8/16)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	02/18/14	06/30/15	02/18/14	06/30/15	02/18/14	05/22/15
PA&ED	06/01/16	TBD*	06/01/16	TBD*	06/01/16	TBD*



*Baseline schedule for PA&ED will be developed after traffic operational analysis is completed.

Progress This Quarter:

- (1) Continued to refine traffic forecast model.
- (2) Continued to coordinate with City of Burlingame on information needed to be incorporated in the travel demand model.
- (3) Coordinated meetings with project stakeholders.
- (4) Continued preliminary 2045 Traffic Operational Analysis.
- (5) Conducted draft 2045 Build Traffic Operation Analysis Report review meeting
- (6) Coordinated with roadway design team to evaluate geometric design changes needed based on preliminary traffic operation analysis.

Future Activities:

- (1) Update baseline schedule when traffic operational analysis is completed.
- (2) Submit draft 2045 Build Traffic Operation Analysis Report.
- (3) Continue coordination with City of Burlingame and other project stakeholders.

Issues: Additional traffic studies and enhanced public outreach could potentially impact the project schedule.

Funding:

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,661,669	47%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$1,661,669	47%	\$3,500,000	100%



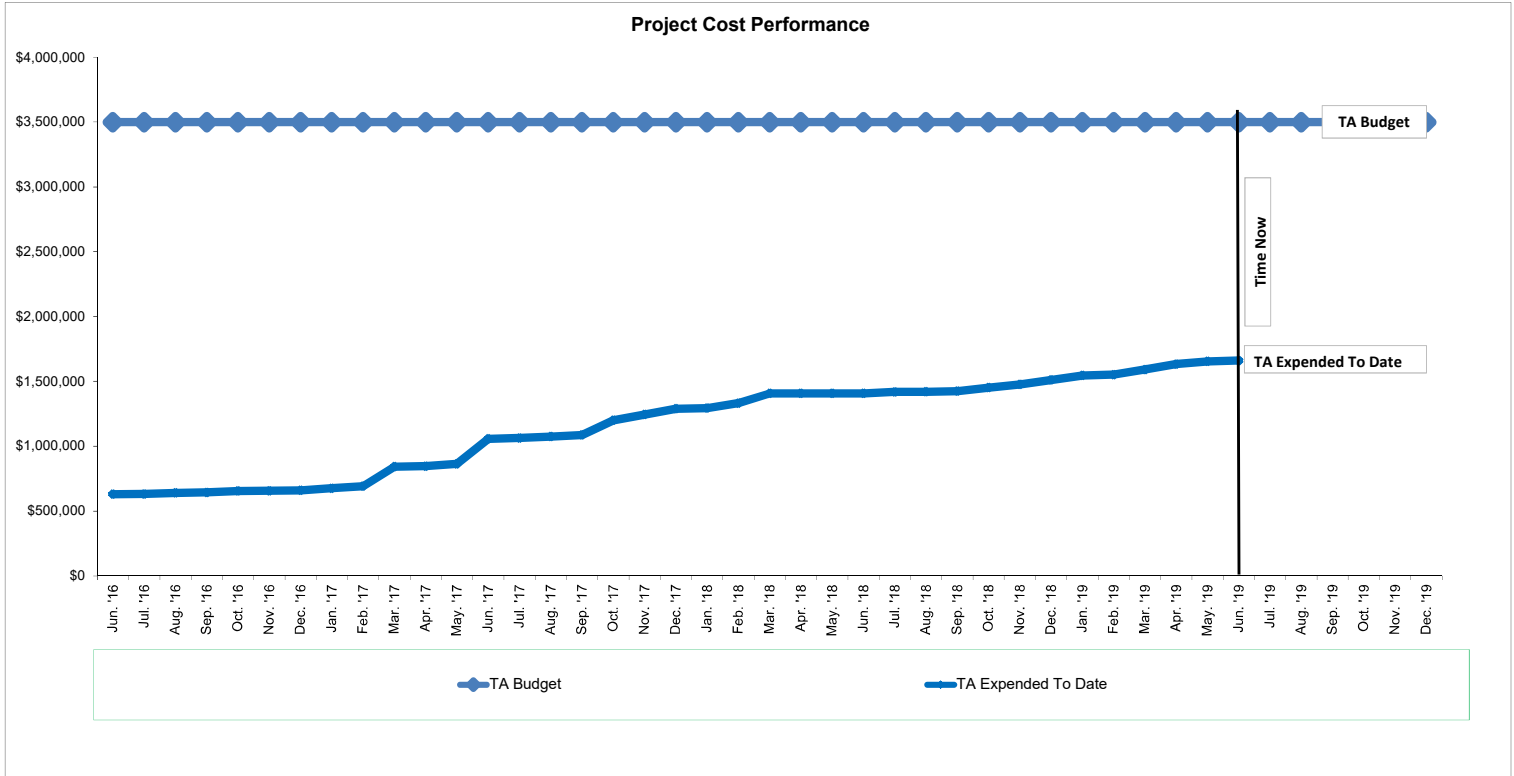
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,661,669	\$1,838,331	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,661,669	\$1,838,331	\$3,500,000	\$0

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



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

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

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

Scope:



Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

Project Status

Summary:

The Project Study Report – Project Development Support (PSR-PDS) documents were approved by Caltrans in August 2015 . The City of South San Francisco selected a consultant team to proceed with the environmental studies (PA&ED phase) and issued a Notice-to-proceed in September 2017. Project is currently in preparation of engineering technical studies for PA&ED phase.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (9/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	10/30/15
PA&ED	05/15/17	09/15/19	05/15/17	12/31/19	09/22/17	12/31/19

Progress

This Quarter:

- (1) Continued Environmental Studies.
- (2) Continued Traffic Studies.
- (3) Continued to refine Purpose & Need Statement.
- (4) Continued to update design alternatives to minimize right-of-way impacts.
- (5) Analyzed design alternatives for potential traffic impact.

Future

Activities:

- (1) Continue Environmental Studies.
- (2) Continue Traffic Studies.
- (3) Finalize and submit Purpose and Need Statement to Caltrans.
- (4) Continue to update the Alternatives Analysis Matrix.

Issues:

The City has been evaluating two additional alternatives to minimize right-of-way impacts to business and private properties. The additional scope could add time to the project. Schedule will be updated once the City completes analysing schedule impacts.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,517,226	43%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$67,531	23%	\$300,000	8%
Total	\$3,850,000	100%	\$1,584,757	41%	\$3,850,000	100%

Issues:

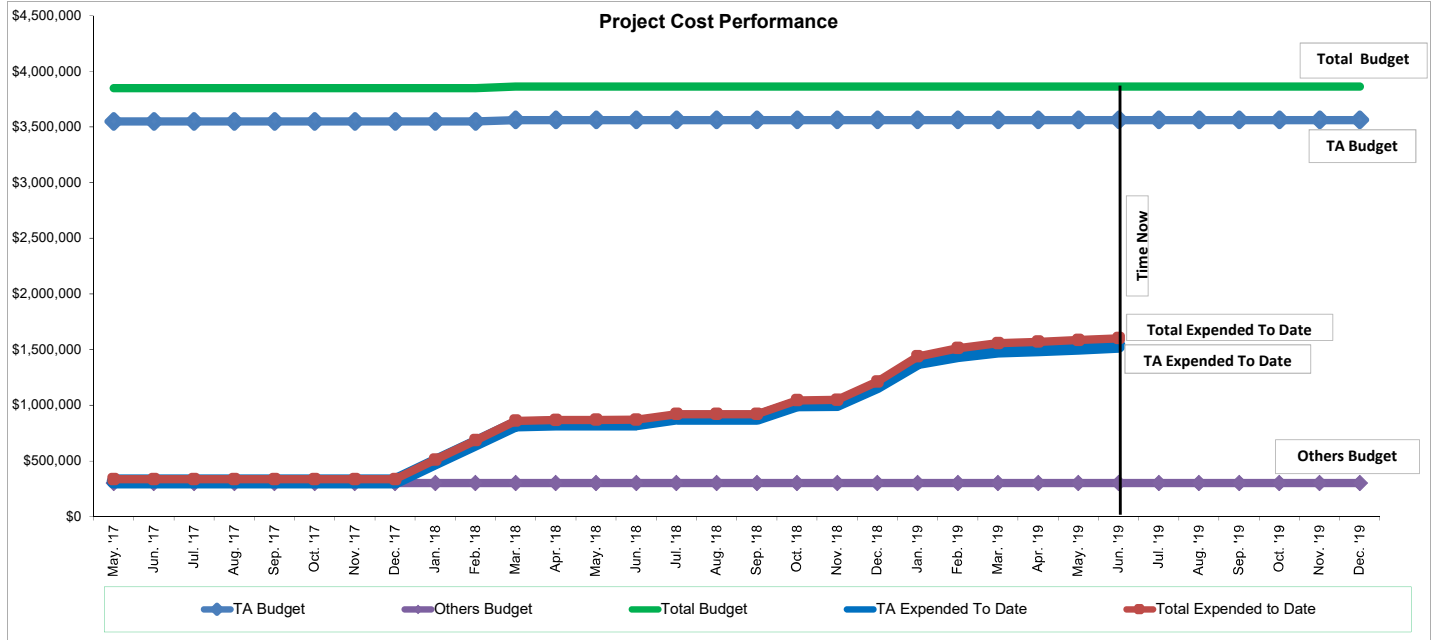
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,517,226	\$2,032,774	\$3,550,000	\$0
Others	\$300,000	\$67,531	\$232,469	\$300,000	\$0
Total Project	\$3,850,000	\$1,584,757	\$2,265,243	\$3,850,000	\$0

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



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

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Mateo

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



Project Status Summary: Caltrans completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in scoping for subsequent highway planting work.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18



Progress This Quarter: (1) Continued project closeout.
(2) Issued Request-for-proposal for selection of a consultant team to perform highway planting design.

Future Activities: (1) Complete project closeout for roadway construction contract.
(2) Award consultant team to perform highway planting design.
(3) Draft Funding Agreement with City of San Mateo.

Issues: None

Funding :

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



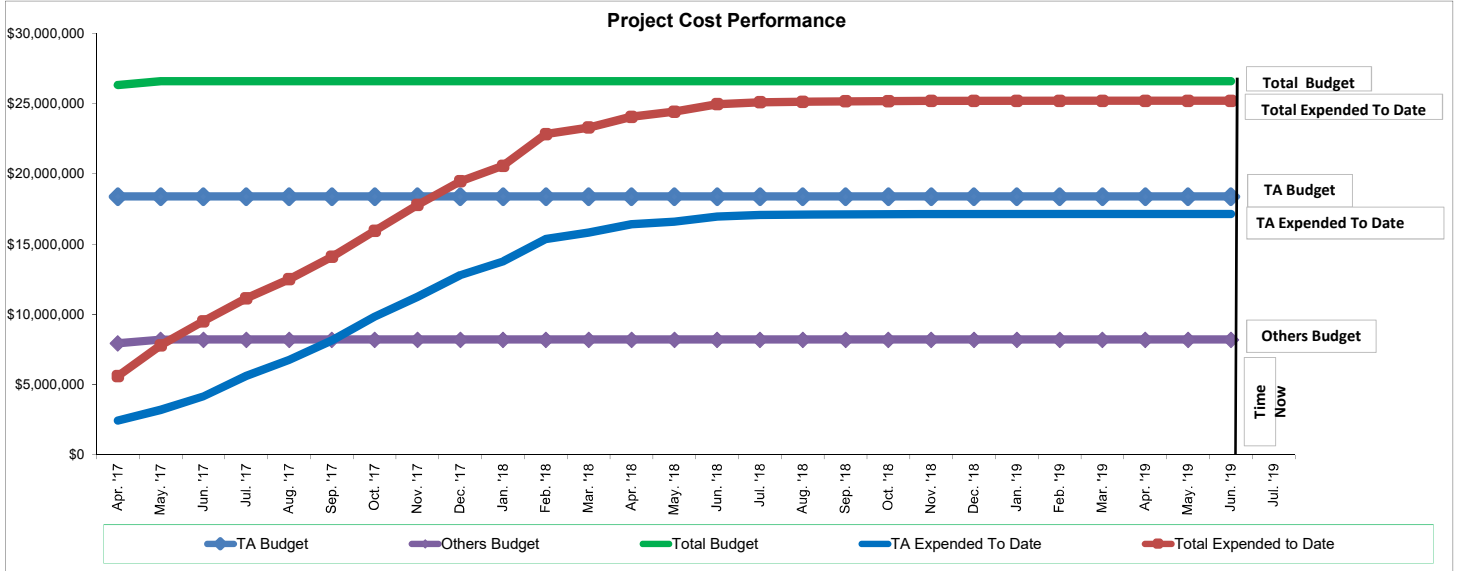
Issues: None

Budget:



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

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



* Cost inception from the beginning of construction phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

Scope:



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in December 2017 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is in preparation of necessary agreements to begin construction phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Preliminary Design	03/01/18	12/31/18	03/01/18	12/31/18	03/01/18	12/31/18
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19

Progress This Quarter:

- (1) Began to address Caltrans comments on 100% PS&E package.
- (2) Continued to obtain Caltrans approval on 100% PS&E package.
- (3) Continued to prepare Funding Agreement for construction phase.

Future Activities:

- (1) Conduct comment resolution meeting with Caltrans.
- (2) Obtain Caltrans approval on 100% PS&E and Encroachment Permit.
- (3) Obtain TA Board approval for construction fund allocation.
- (4) Begin project closeout.
- (5) Finalize and execute Funding Agreement for construction phase once project receives design approval from Caltrans.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	100%	\$300,000	100%	\$300,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$300,000	100%	\$300,000	100%	\$300,000	100%

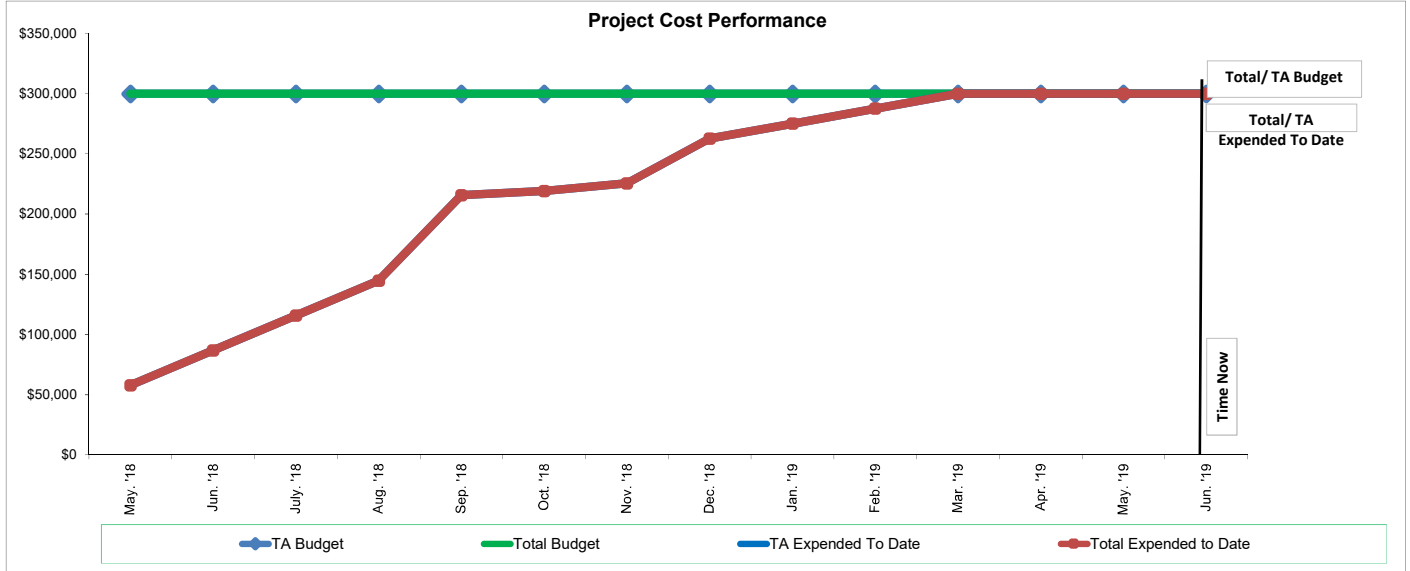
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$300,000	\$0	\$300,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$300,000	\$300,000	\$0	\$300,000	\$0

Note: Budget is for design phase only.



Issues:

The TA has programmed \$3.2 M of Measure A Funds for the construction phase with allocation conditioned on securing final design approval and all required permits.

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

TA Role: Funding Agency
Sponsor: City of Half Moon Bay

Scope:



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

Project Status Summary:

Caltrans approved the Permit Engineering Evaluation Report (PEER) in February 8, 2019 and environmental clearance has been secured for the project that satisfied the conditions of the allocation of Measure A for design phase. The project is currently in design phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PEER/ Preliminary Design	11/01/17	02/08/19	11/01/17	02/08/19	11/01/17	02/08/19
Final Design	04/19/19	05/31/20	04/19/19	05/31/20	04/19/19	05/31/20

Progress This Quarter:

- (1) Executed Funding Agreement.
- (2) Awarded consultant contract.
- (3) Began 35% PS&E design.
- (4) Completed aerial survey and topography.
- (5) Began geotechnical investigation.

Future Activities:

- (1) Continue geotechnical investigation.
- (2) Continue to develop 35% PS&E design.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$933	0%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$1,729	0%	\$556,185	65%
Total	\$856,185	100%	\$2,661	0%	\$856,185	100%

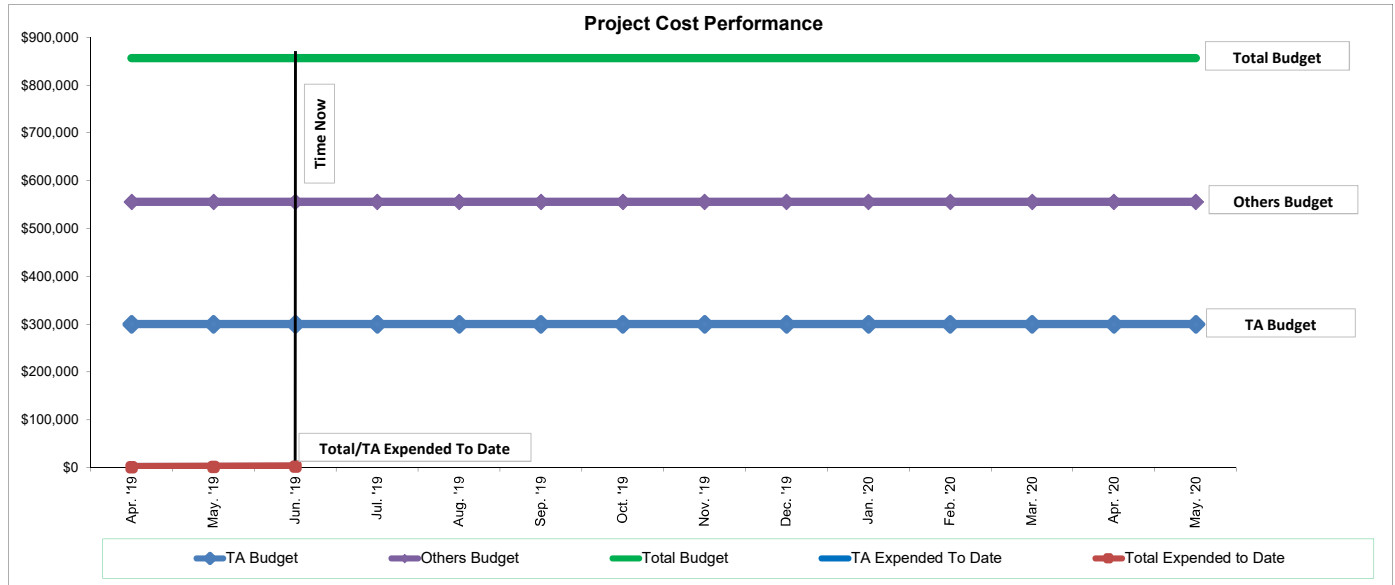
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$933	\$299,067	\$300,000	\$0
Others	\$556,185	\$1,729	\$554,456	\$556,185	\$0
Total Project	\$856,185	\$2,661	\$853,524	\$856,185	\$0

Note: Budget is for design phase only.




Issues: None

100302 - U.S. 101 Managed Lanes North Project


TA Role: Funding Agency/ Co-Sponsor

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

Scope:  This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange into downtown San Francisco at the terminus of I 280 at 5th Street/ King Street. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Initiation Document (PID) will refine the alternatives for managed lanes based on inputs from the San Francisco Freeway Corridor Management Study Phase 2 in San Francisco County.

Project Status Summary: In October 2015, TA Board programmed and allocated \$8,000,000 for the environmental phase of the US 101 Auxiliary Lanes Project. Based on the environmental studies conducted and growing traffic congestion, it was determined that there is a need to consider the extension of Managed Lanes north of I-380, which was not included in the scope of the approved PID for the Auxiliary Lanes Project. In January 2018, TA Board reallocated \$1,000,000 previously-allocated for the environmental phase of the US 101 Auxiliary Lanes Project (Oyster Point to San Francisco County Line) to this PID scope of work. TA is committed to fund up to \$750,000 or 50% of the costs associated with the PID phase. A Notice-to-proceed was issued for PID scope of work in March 2018. Project is currently in preparation of Final Draft PSR-PDS.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	08/31/19	08/01/18	08/31/19


Progress This Quarter:

- (1) Continued to address comments on Final Draft PSR-PDS.
- (2) Obtained Caltrans concurrence on advanced traffic data collection methodology.
- (3) Submitted Encroachment Permit for advanced traffic data collection.
- (4) Conducted advanced traffic data collection.

Future Activities:

- (1) Analysis advanced traffic data.
- (2) Obtain approval and signatures on Final PSR-PDS.
- (3) Determine the path forward for the next phase, Project Approval and Environmental Document (PA/ED).

Issues: The project team determined that performing advanced traffic data collection will optimize the PA/ED schedule. The project scope of work was amended to include advanced traffic data collection.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$428,849	43%	\$1,000,000	57%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$453,895	61%	\$750,000	43%
Total	\$1,750,000	100%	\$882,745	50%	\$1,750,000	100%

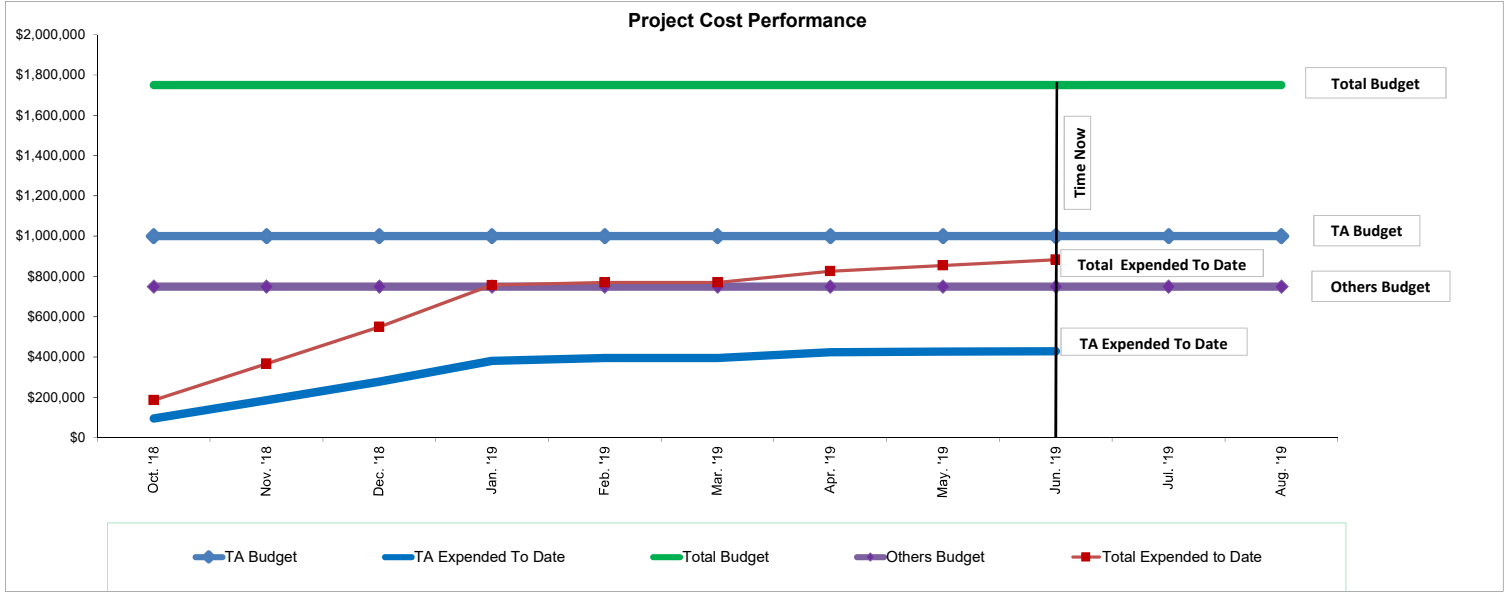
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$428,849	\$571,151	\$1,000,000	\$0
Others	\$750,000	\$453,895	\$296,105	\$750,000	\$0
Total Project	\$1,750,000	\$882,745	\$867,255	\$1,750,000	\$0

Note: Budget is for PID phase only.



Issues: None

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

TA Role: Implementing and Funding Agency

Sponsor: City of Foster City, City of San Mateo

Scope:



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

Project Status Summary:

The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/01)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	11/01/19

Progress This Quarter:

- (1) Addressed Caltrans comments and refined Design Standard Risk Assessment Matrix.
- (2) Finalized and submitted Draft PSR-PDS to Caltrans and project stakeholders for review and comment.
- (3) Began to address Caltrans comments on Draft PSR-PDS.
- (4) Scheduled risk register meeting.

Future Activities:

- (1) Finalize and submit Draft Final PSR-PDS to Caltrans and project stakeholders.
- (2) Address Caltrans comments on Draft PSR-PDS.
- (3) Conduct risk register meeting.

Issues: The Cities of San Mateo and Foster City submitted a formal request to TA to modify the scope of the project to eliminate the three right turn lane configuration at the intersection of Hillsdale Boulevard/ U.S. 101 northbound off-ramp as an option for the project. The City of San Mateo also requested to add the additional eastbound thru lane on Hillsdale Boulevard to the project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$630,000	90%	\$243,702	39%	\$630,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$15,988	23%	\$70,000	10%
Total	\$700,000	100%	\$259,690	62%	\$700,000	100%

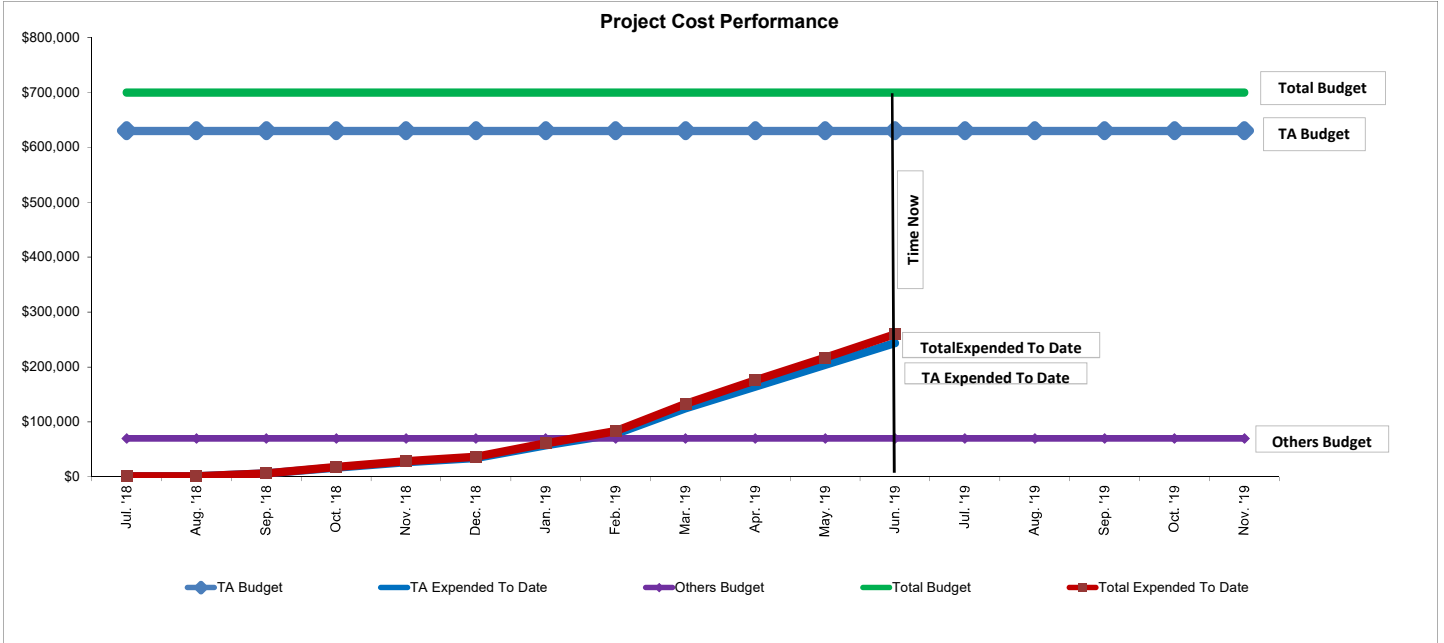
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$243,702	\$386,298	\$630,000	\$0
Others	\$70,000	\$15,988	\$54,012	\$70,000	\$0
Total Project	\$700,000	\$259,690	\$440,310	\$700,000	\$0


Note: Budget is for PID phase only.



Issues: None


100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

TA Role: Implementing and Funding Agency
Sponsor: City of Foster City, City of San Mateo

Scope:  The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

Project Status Summary: The project is currently in development of alternative analysis and technical studies for Project Study Report - Project Development Support (PSR-PDS). Approval of a PSR-PDS will serve as a Project Initiation Document (PID) to advance the project to environmental study phase.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	12/31/19	10/01/18	12/31/19


Progress This Quarter:

- (1) Conducted Geometrics Focus meeting with Caltrans.
- (2) Refined Purpose and Need Statement.
- (3) Continued to develop Design Standard Risk Assessment Matrix.
- (4) Continued to develop Risk Register.
- (5) Continued to develop Project Description
- (6) Continued to develop geometric layout and alternatives.
- (7) Continued to develop engineering analyses.

Future Activities:

- (1) Submit Draft PSR-PDS to Caltrans and project stakeholders.
- (2) Conduct Alternative Review Workshop with project sponsors.
- (3) Conduct second Geometrics Focus meeting with Caltrans.

Issues: At the request of the Sponsors, TA will provide an Alternative Review Workshop to go over the preliminary findings of the alternative analysis and evaluation against the project's purpose and need. TA and C/CAG will also discuss with the Sponsors the project stakeholders' roles and responsibilities for the subsequent phases of work.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$242,192	11%	\$2,207,000	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$1,672	7%	\$23,000	1%
Total	\$2,230,000	100%	\$243,864	11%	\$2,230,000	100%

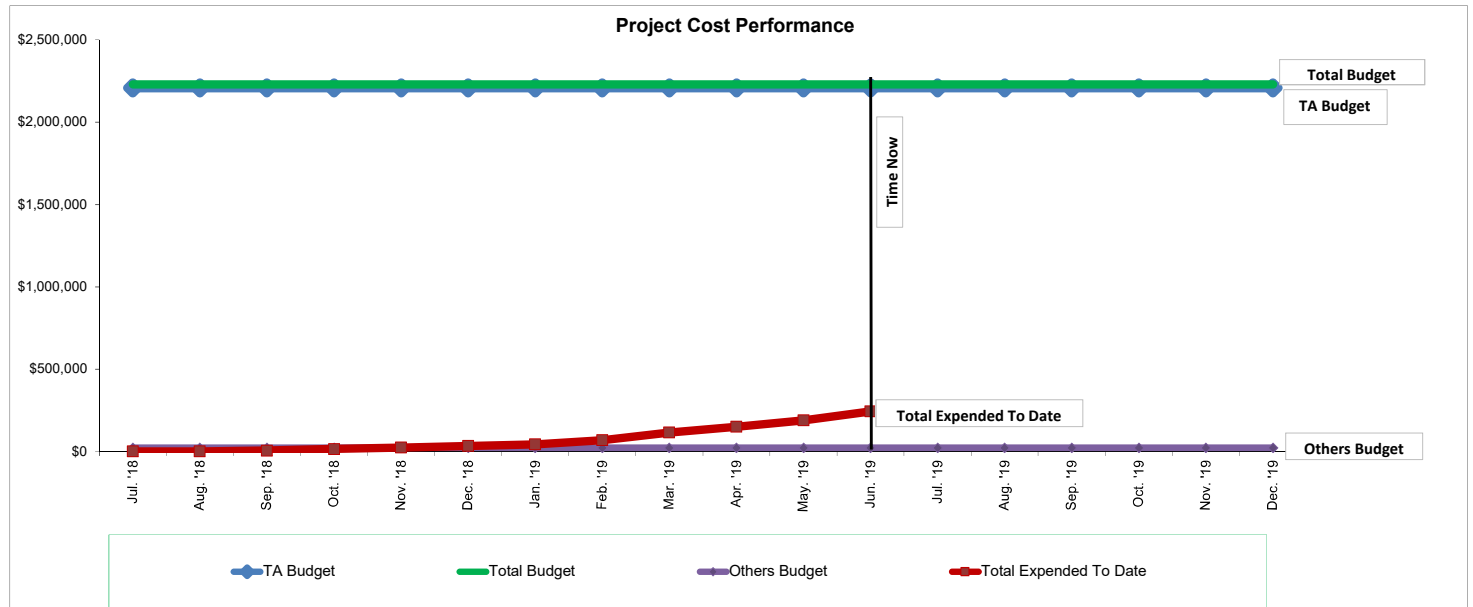
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$242,192	\$1,964,808	\$2,207,000	\$0
Others	\$23,000	\$1,672	\$21,328	\$23,000	\$0
Total Project	\$2,230,000	\$243,864	\$1,986,136	\$2,230,000	\$0

Note: Budget is for PID phase only.



Issues: None

100321 - ROUTE 1/ MANOR DRIVE OVERCROSSING PROJECT

TA Role: Funding Agency

Sponsor: City of Pacifica

Scope:



This project will widen the Manor Avenue overcrossing structure above Route 1 to accommodate right-turn movement of larger vehicles. The project will install traffic signal systems at the intersections of Manor Avenue and Palmetto Ave, and Manor Avenue and Oceana Boulevard, and provide pedestrian and bicycle facility improvements. In addition, the project will also study an on-ramp for northbound Route 1 at Milagra Drive and Oceana Boulevard, utilizing an existing bus pull-out ramp that is no longer in use.

Project Status Summary:

City of Pacifica issued Notice-to-proceed to design consultant in August 2018. A community meeting was held on November 27, 2018 to introduce the project to residents and businesses. The project is currently in the planning phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	07/01/18	09/30/19	07/01/18	09/30/19	07/01/18	09/30/19

Progress

This Quarter:

- (1) Conducted second community meeting on May 8, 2019.
- (2) Prepared Traffic Report, Structural Memo, Environmental Assessment.
- (3) Finalized and submitted report to City of Pacifica.

Future Activities:

- (1) Begin project closeout.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$645,000	90%	\$467,381	72%	\$645,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$70,000	10%	\$52,969	76%	\$70,000	10%
Total	\$715,000	100%	\$520,350	73%	\$715,000	100%

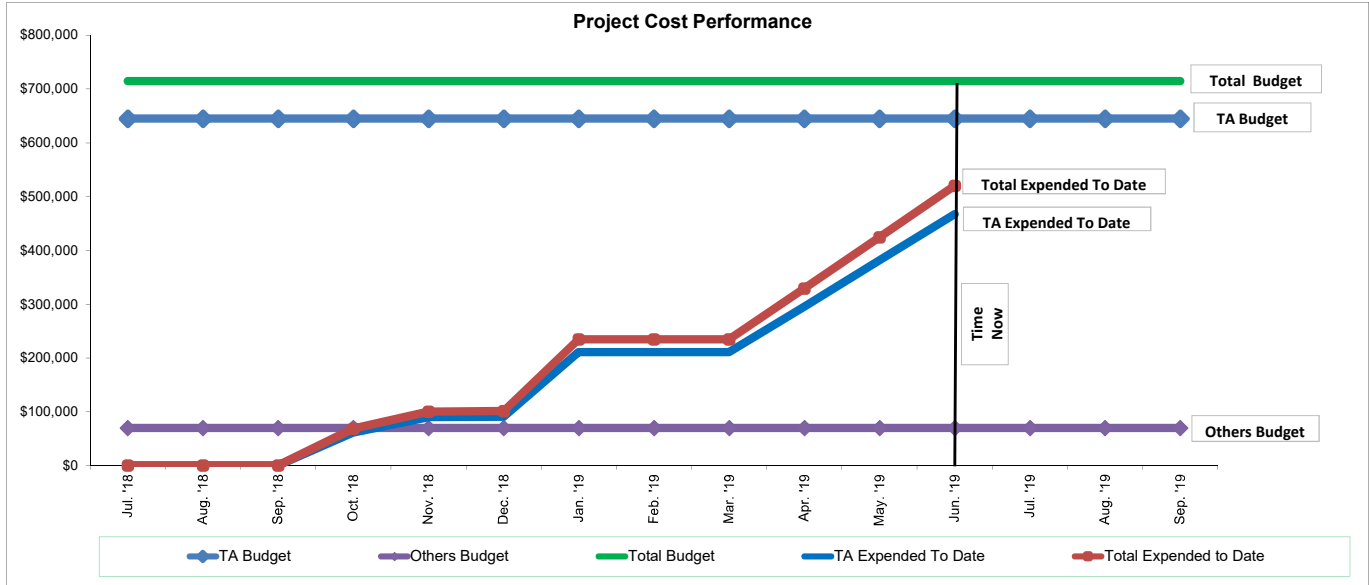
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$645,000	\$467,381	\$177,619	\$645,000	\$0
Others	\$70,000	\$52,969	\$17,031	\$70,000	\$0
Total Project	\$715,000	\$520,350	\$194,650	\$715,000	\$0

Note: Budget is for planning phase only.



Issues: None

100322 - RAILROAD AVENUE EXTENSION PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco

Scope:



The Project will extend the existing Railroad Avenue from its terminal at South Linden Avenue (West of U.S. 101) eastward to East Grand Avenue/Allerton Avenue (East of U.S. 101). The proposed Railroad Avenue extension will have three lanes in each direction providing connectivity between the east and west areas of the City of South San Francisco. An existing railroad spur owned by Union Pacific Railroad (UPRR) along the eastern neighborhood will need to be removed as a result of the project. The proposed Railroad Avenue extension will go under U.S. 101 and be grade separated from Airport Boulevard. The Project will include the construction of ADA compliant curb ramps, curb and gutter, pavement markings such as crosswalks, traffic mitigation measures, and accommodate facilities for bicyclists and pedestrians. The City is also evaluating the need to widen the existing Railroad Avenue to accommodate additional roadway lanes to install sidewalks and crosswalks for pedestrian access. Right-of-way acquisitions of adjacent lots will be required.

Project Status Summary:

The City of South San Francisco issued Notice-to-proceed to design consultant in March 2019. The project is currently in the planning phase.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (11/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning	11/01/18	10/31/19	11/01/18	10/31/19	11/01/18	10/31/19

Progress This Quarter:

- (1) Continued survey and data collection.
- (2) Conducted coordination meetings with Caltrain and UPRR.
- (3) Began to develop geometrics and design alternatives.
- (4) Conducted design team meetings between consultant team and City staff.
- (5) Addressed comments on preliminary design from the City.
- (6) Began preparation of the draft preliminary design report and cost estimates.

Future Activities:

- (1) Continue to develop geometrics and design alternatives.
- (2) Complete draft preliminary design report and cost estimates.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$180,000	90%	\$30,016	17%	\$180,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$20,000	10%	\$3,196	16%	\$20,000	10%
Total	\$200,000	100%	\$33,212	17%	\$200,000	100%

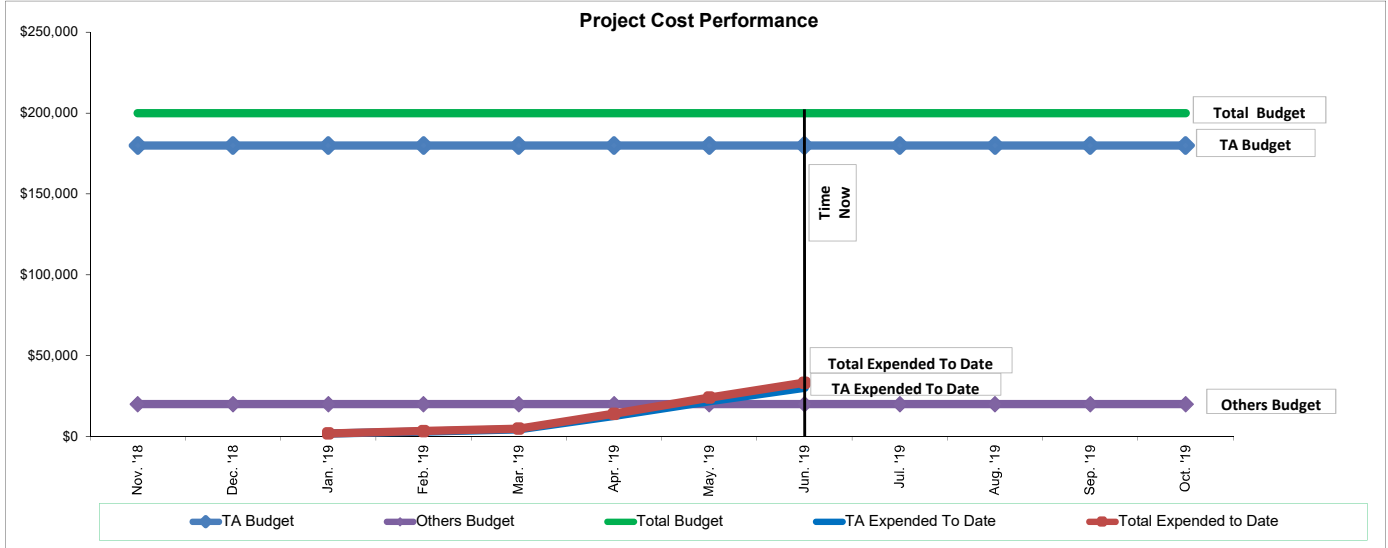
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$180,000	\$30,016	\$149,984	\$180,000	\$0
Others	\$20,000	\$3,196	\$16,804	\$20,000	\$0
Total Project	\$200,000	\$33,212	\$166,788	\$200,000	\$0

Note: Budget is for planning phase only.



Issues: None

TA – Caltrain Project

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

	SMCTA Budget \$74,000,000	Expended \$48,500,000	Remaining \$25,500,000
<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillsdale Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction</p> <p>Status: Construction of the mechanically stabilized earth (MSE) wall, north of 25th, and between 25th and 28th Avenues continued. Construction of the MSE wall north of the pedestrian underpass started. Construction of the abutments for the 28th and 31st Avenue Bridges was completed, and work on the center bents is underway. Continued construction of ramp walls at 28th Avenue. Continued the relocation of AT&T utilities at 31st, and began the final cutover of the PG&E gas line. Regular coordination meetings between contractor, City, Caltrain, SMCTA, utility companies and stakeholders were on-going.</p>			
<p>00813 - GRADE SEPARATION STUDY PROJECT - Broadway (Burlingame)</p> <p>Scope: The Scope of Work involves preliminary engineering and environmental work needed prior to performing final design and construction of the overall Project. The phase includes advancing the preliminary design to an approximate 35% level and to obtain environmental clearance, which will be sought under both NEPA and CEQA in order to maximize potential for funding subsequent phases of the project.</p> <p>Phase: Preliminary Engineering/Environmental (PE/ENV)</p> <p>Status: The environmental team completed archeological site investigation and began laboratory analysis of corings collected. The project team completed review of 15% design submittal. The project team continued coordination with PCEP regarding re-design of the traction power paralleling substation.</p>	SMCTA Budget \$4,850,000	Expended \$2,676,536	Remaining \$2,173,464

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

	SMCTA Budget \$650,000	Expended \$299,569	Remaining \$350,431
<p>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</p> <p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning.</p> <p>Status: The scope and fee for the traffic study to evaluate the impacts from eliminating the at-grade crossing at Scott Street was finalized. AECOM, the project consultant, updated the schedule to include the traffic study and a community meeting in San Bruno.</p>			
<p>00815 - GRADE SEPARATION STUDY PROJECT - Ravenswood Avenue (Menlo Park)</p> <p>Scope: This is a planning study, led by the City of Menlo Park in close coordination with Caltrain, to explore the feasibility of different alternatives for the grade separation of Ravenswood Avenue from the Caltrain Corridor in Menlo Park. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previous studies with the development of a preferred alternative.</p> <p>Phase: Planning.</p> <p>Status: The Project Study Report (PSR) was completed in March 2019. The City was in the process of considering the review of new alternatives raised by members of the public and, when resolved, will proceed with a request to fund preliminary engineering and environmental work. Updated the project web page: www.menlopark.org/ravenswood</p>	SMCTA Budget \$750,000	Expended \$750,000	Remaining \$0

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

<p>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</p> <p>Scope: The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p>Phase: Planning</p> <p>Status: Finalized Work Directive was issued to AECOM in May 2019. The project Kick-off meeting took place in May 2019. A refined project schedule was created in June 2019. Data collection, review of previously planned documents and assessment of the 2009 Footprint Study alternatives were underway.</p>	<p>SMCTA Budget \$750,000</p> <p>Expended \$17,209</p> <p>Remaining \$732,791</p>
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Ferry **Program Project**

TA - : San Mateo County Ferry Service

<p>100345 - FERRY STUDY PROJECT – Redwood City Ferry Project (Redwood City)</p> <p>Scope: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by October 2020.</p> <p>Phase: Planning.</p> <p>Status: The City awarded the contract to CDM Smith, Inc. in January 2019 and work has been underway on the existing conditions analysis and development of project ranking criteria.</p>	<p>SMCTA Budget \$450,000</p> <p>Expended \$64,094</p> <p>Remaining \$385,906</p>
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Pedestrian and Bicycle **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Measure A Funds	Measure A Expended	Measure A Remaining
Atherton	Middlefield Road Class II Bike Lanes Project	Construction	Construction contract awarded to Golden Bay Construction and construction management awarded to Hill International, April 2019. Notice to proceed was issued May 2019 and construction kick-off meeting was held, May 2019.	Mar-18	\$733,000	\$11,905	\$721,095
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Coordination for permitting with Caltrans continued. City advertised and awarded contract to RK Engineering. Construction began June 2019.	Mar 2016	\$882,036	\$94,938	\$787,098
Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Preliminary design/environmental, final design, right-of-way, construction	Project was completed April 2019. City staff presented the completed project to both San Mateo County Transportation Authority (TA), Board of Supervisors and TA Citizen's Advisory Committee, April 2019. City staff continues to monitor roundabout activities such as pedestrian crossings and vehicle speeds.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	City Council approved Notice of Completion on April 2019. Project close-out process underway.	Mar 2016	\$337,500	\$312,500	\$25,000
Daly City	John Daly Boulevard Streetscape Improvements	Construction	City Council accepted the project on May 2019. The Transportation Authority and City of Daly City entered into a first amendment to the original funding agreement on April 2019 to complete the Scope of Work. Project close-out process underway.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Mission Street Streetscape Project	Final design and construction	Final design was at 65% completion. Soil samples from medians for landscaping were tested and considered suitable for landfills.	Mar 2018	\$810,000	\$41,202	\$768,798
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team awarded professional services agreement to Alta Planning + Design. The City applied for TDA Article 3 funding for additional project backing for construction phase.	Mar 2018	\$315,000	\$8,000	\$307,000
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Final design was nearing completion. City has addressed funding shortfall and secured additional monies, which is scheduled for approval by California Transportation Commission (CTC) in August 2019. Additional funding from the Transportation Authority (TA) will not be requested.	Apr 2014	\$170,000	\$29,278	\$140,722
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	Project team coordinated with Caltrain on crossing location and design constraints. Second project community meeting was held in May 2019. Project team prepared project presentation for Complete Streets Commission.	Mar 2016	\$490,000	\$203,290	\$286,710
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Contractor completed excavation for phase 1, which is for construction of concrete wall and rebar installation.	Mar 2016	\$500,000	\$130,315	\$369,685
Redwood City	Kennedy Safe Routes to School Project	Construction	Construction nearing completion and contractor was addressing punch list items.	Mar 2016	\$500,000	\$256,347	\$243,654
Redwood City	Safe Routes to Schools	Final design and construction	Project was accepted by City Council and final retention was paid.	Apr 2014	\$976,780	\$847,487	\$129,293
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	Project team continued review of contract documents for bid advertisement.	Apr 2014	\$300,000	\$49,004	\$250,996
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Construction contract was awarded to Golden Bay Construction, May 2019. Construction kick-off meeting was held, end of May 2019.	Jul 2011	\$350,000	\$0	\$350,000
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Project team filed the categorical exemption with the County of San Mateo Recorder's Office. Final design continued.	Mar 2018	\$1,000,000	\$0	\$1,000,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project team continued preparation for bid advertisement and bid addendum 1, which was under Caltrans review.	Mar-16	\$1,000,000	\$0	\$1,000,000
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	PG&E new service application for signalized intersection was finalized. California Water Services for irrigation systems was in progress.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Final design was nearing 100% completion. Project team incorporated city review comments into final design documents.	Mar 2016	\$504,000	\$155,601	\$348,399



Definition of Terms

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

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

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

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

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

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

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

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

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



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

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

PDT – Policy Development Team / Project Development Team

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

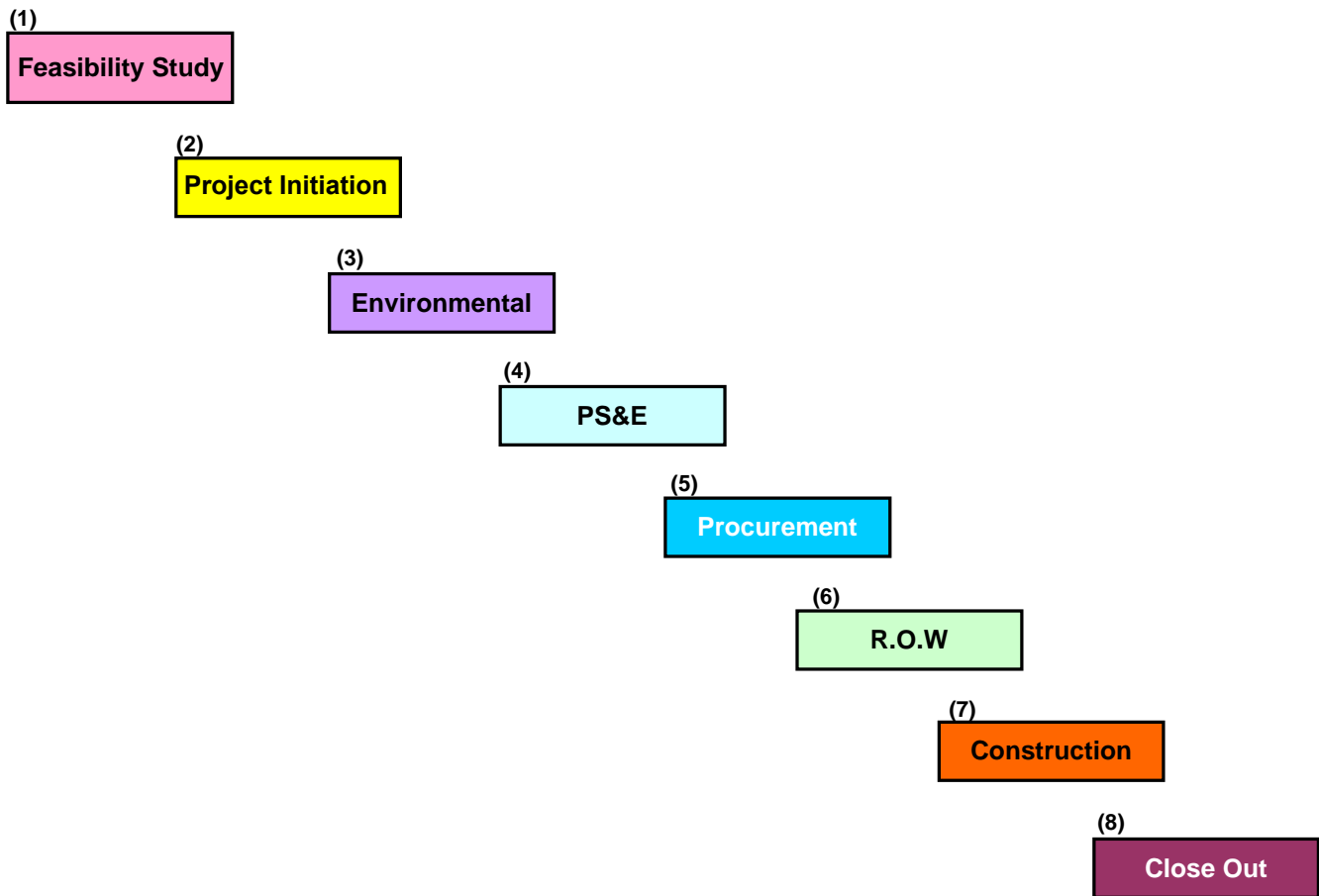
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



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



Performance Status (Traffic Light) Criteria

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