

Capital Projects

Quarterly Status Report

3rd Quarter FY2020 : January 01 - March 31, 2020

Report prepared for the **June 04, 2020 TA Board Meeting**





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Level 2 Projects

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	O2 FY20	O3 FY20	O2 FY20	O3 FY20	O2 FY20	O3 FY20	O2 FY20	O3 FY20	
Highways									2
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
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00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	R	R	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
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00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	27
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 = Project On-Hold
  = No Issues
  = Notable Issues
  = Significant Issues

Level 2 Projects Highways

000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

TA Role: Funding Agency and Highway Planting Design

Sponsor: City of Burlingame

Scope:



The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans 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

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	6/3/2020*	05/06/19	6/3/2020*

Progress

- (1) Continued addressing Caltrans' comments on right-of-way record maps.
- (2) Re-submitted right-of-way record maps for Caltrans to review.
- (3) Submitted highway planting 65% design.
- (4) Began addressing Caltrans' comments on 65% design.
- (5) Continued coordination with U.S. 101 Express Lanes Project.
- (6) Executed highway planting Cooperative Agreement between TA and Caltrans.
- (7) Finalized Memorandum of Understanding (MOU) with City of Burlingame.
- (8) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.

This Quarter:

Future

Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps.
- (2) Submit 95% design of highway planting for Caltrans' review.
- (3) Execute MOU with City of Burlingame.

Issues:

*The U.S. 101 Express Lanes Project will be utilizing the Project area for staging until Spring 2022. Based on discussion with Caltrans, the construction of the highway planting will tentatively begin in summer 2022. Schedule will be updated once concurrence from Caltrans is received.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,167,192	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,807,908	97%	\$93,738,000	100%

Issues:

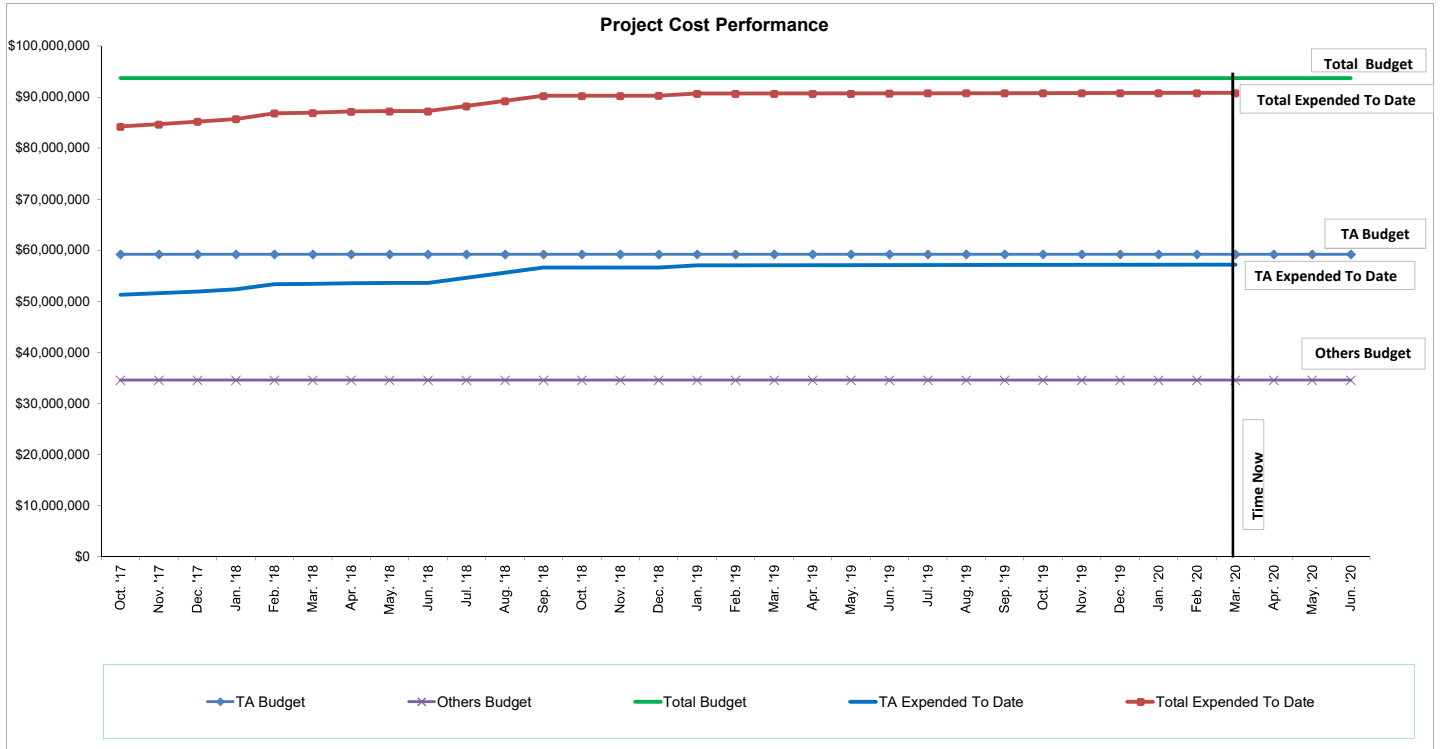
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,167,192	\$2,019,808	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,807,908	\$2,930,092	\$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 converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with additional vehicular lanes, sidewalks on both sides, and new enhanced bikeways. The project also realigned and widened on- and off-ramps, and installed new signals at the ramp intersections.

Project Status Summary:

TA developed the Project Study Report (PSR) in May 2005. The Environmental Document for the PA&ED phase was approved in November 2015. Caltrans completed the Plans, Specifications & Estimate (PS&E), and the project received Right-of-Way Certification. In July 2016, TA entered into a Cooperative Agreement with Caltrans and City of Menlo Park (City) for the construction phase of the project. Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. Groundbreaking ceremony was held on May 16, 2017. The construction is complete. The project is in closeout stage and the City is revising concept highway planting design to accommodate excess excavated soil from the U.S. 101 Express Lanes Project.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	12/31/18	05/08/17	10/31/19

Progress

This Quarter:

- (1) Continued to closeout construction phase with Caltrans.
- (2) Submitted \$4M STIP funds reimbursement request to CTC and received the reimbursement.
- (3) City conducted coordination meeting with TA, and Caltrans for the U.S. 101 Express Lanes Project.
- (4) City received information from Caltrans about grading changes at the interchange due to the U.S. 101 Express Lanes Project.
- (5) City submitted concept highway planting plans to Caltrans for review.
- (6) City began to discuss maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.

Future

Activities:

- (1) City to revise concept plans and cost estimates to reflect grading changes and Caltrans' input.
- (2) City to review concept plans with EPA staff.
- (3) City to submit the revised plans to Caltrans for review.
- (4) City to prepare visual simulation of revised concept design.
- (5) City to evaluate funding requirements and prepare to apply for Urban Greening Grant.
- (6) City to continue to discuss maintenance responsibilities/ agreement with EPA and Caltrans.
- (7) City to present concept plans to the City Council and receive concurrence to proceed with the Project.

Issues:

The U.S. 101 Express Lanes Project and Caltrans had identified the Project as one of various roadside areas within Caltrans right-of-way to accommodate excess excavated soil. The City has been working closely with Caltrans to revise concept design. Schedule for highway planting final design will be provided once the City obtain the approval to proceed from City Council and Caltrans.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$61,640,186	97%	\$63,800,000	85%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	15%
Total	\$83,352,000	100%	\$73,192,186	97%	\$75,352,000	100%

Issues:

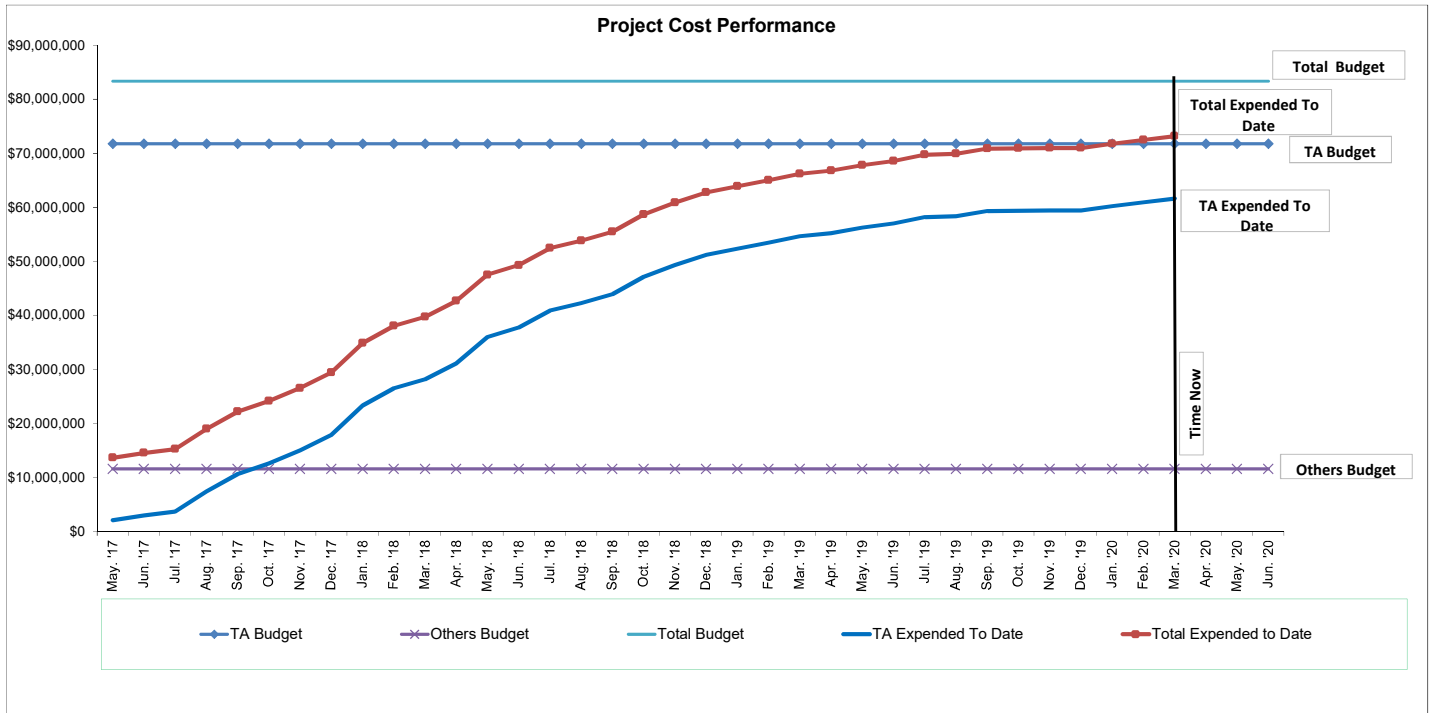
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans. TA will submit the second STIP funds reimbursement request (\$4M) to CTC in 2021. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$61,640,186	\$2,159,814	\$63,800,000	\$8,000,000
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$73,192,186	\$2,159,814	\$75,352,000	\$8,000,000

Note: Budget is for PID, PA&ED, PS&E, right-of-way and construction phases. 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 inception from the beginning of current construction phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



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

Project Status Summary:

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

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (07/19)		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	12/31/20	08/01/17	12/31/20
Right-of-way	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20

Progress

This Quarter:

- (1) Submitted 95% PS&E package in January.
- (2) Submitted Risk Register to Caltrans.
- (3) Finalized Advisory Fact Sheets and Mandatory Fact Sheets.
- (4) Submitted Encroachment Policy Variance Request.
- (5) Submitted Landscape Concept Plan.
- (6) Submitted design of sanitary sewer and water relocations.
- (7) Revised stage construction based on new stage construction traffic analysis.
- (8) Began to address Caltrans' comments on Hazardous Materials Reeport.
- (9) Submitted right-of-way base maps to Caltrans.
- (10) Continued to work on utility identification and verification.
- (11) Continued to address comments received from California Public Utilities Commission.
- (12) Developed refinements to UPRR at grade crossing improvement concepts to address UPRR comments.
- (13) Completed analysis and design of Cement Deep Soil Mix.
- (14) Continued coordination with property owners regarding permits to enter for site investigations.
- (15) Updated right of way cost estimate.
- (16) Initiated preparation of Appraisal Maps.

Future

Activities:

- (1) Obtain design approval from UPRR and CPUC.
- (2) Continue to coordinate with property owners regarding access.
- (3) Continue to work on utility identification and verification.
- (4) Address Caltrans' comments on 95% PS&E package.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$5,849,359	72%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,112,459	53%	\$2,110,000	21%
Total	\$10,250,000	100%	\$6,961,818	68%	\$10,250,000	100%

Issues:

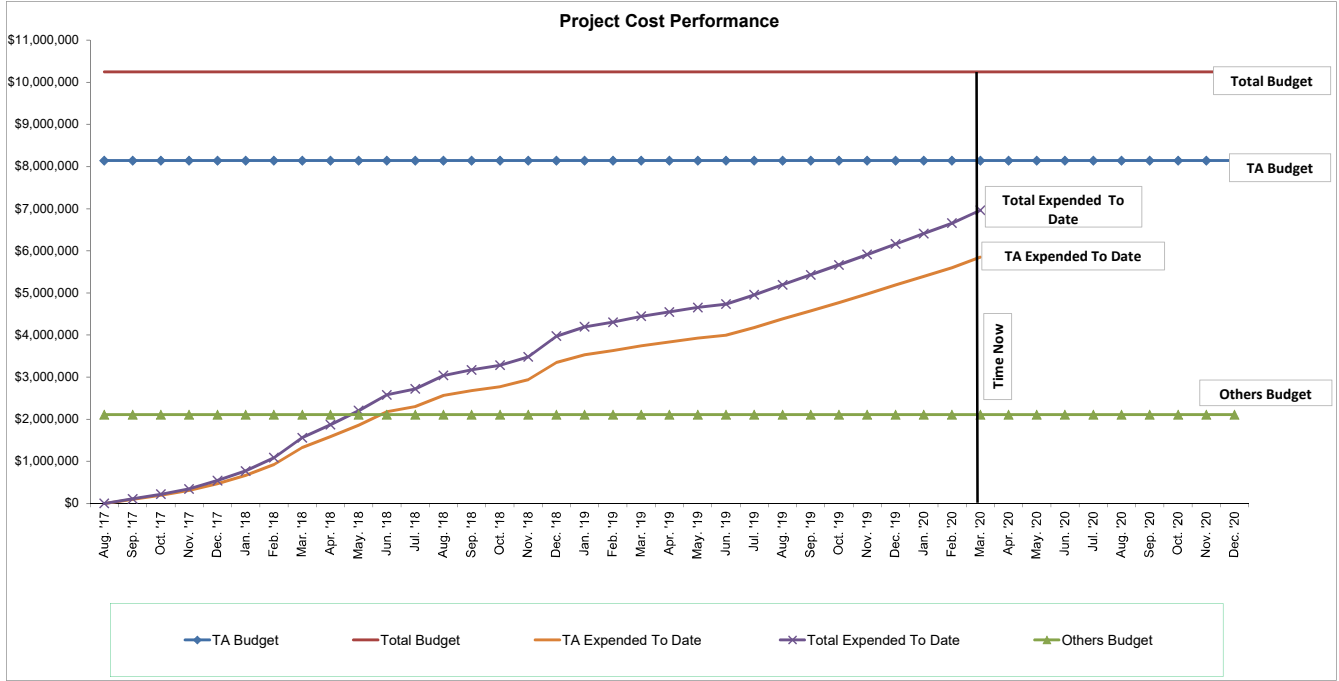
The City is working to develop a full funding plan for the construction phase. Funding is for PS&E and right-of-way support phases.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$5,849,359	\$2,290,641	\$8,140,000	\$0
Others	\$2,110,000	\$1,112,459	\$997,541	\$2,110,000	\$0
Total Project	\$10,250,000	\$6,961,818	\$3,288,182	\$10,250,000	\$0

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




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

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT


TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

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

Project Status Summary: The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans.

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%	\$7,722,141	99.8%	\$7,737,141	50%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,419,340	99.9%	\$15,434,340	100%

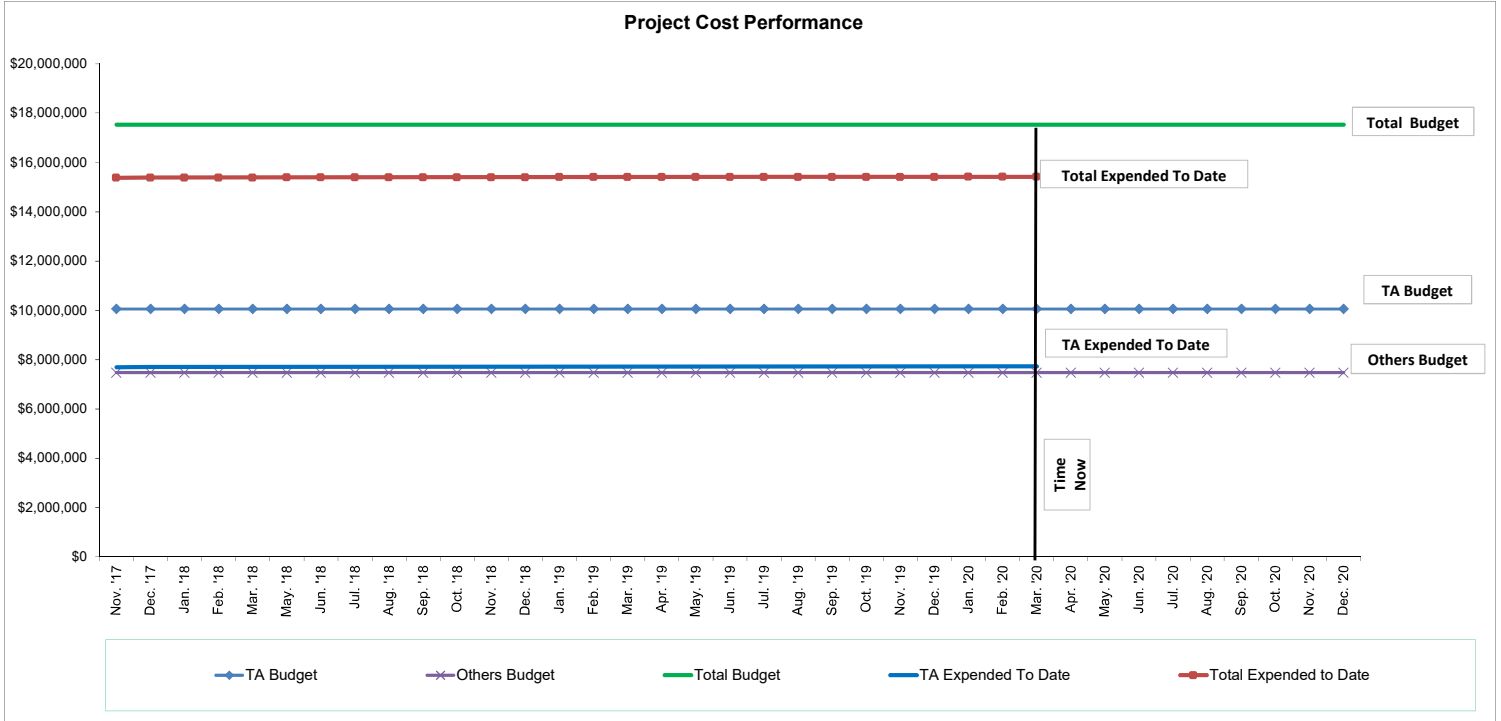
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,722,141	\$15,000	\$7,737,141	\$2,316,859
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,419,340	\$15,000	\$15,434,340	\$2,410,041

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



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:



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

Project Status Summary:

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

Issues:

None

Schedule:



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

Progress

This Quarter:

- (1) Continued to review and issue Contract Change Orders.
- (2) Continued construction of the southern segment.
- (3) Continued to advance Toll Systems design and cost estimates.
- (4) Continued construction coordination with U.S. 101/ Broadway Interchange Project, U.S. 101/ Willow Interchange Project, U.S. 101/ S.R. 92 Area Improvements Project and U.S. 101/ S.R. 92 Direct Connector Project.
- (5) Began construction of the northern segment.
- (6) Completed 100% Toll Systems design and cost estimates.
- (7) Continued to finalize Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (8) Awarded consultant contract to perform an Equity Study.
- (9) JPA Board approved the opening of the Project in two phases, with the portion south of Whipple Avenue to be timed with the opening of VTA's express lanes in late 2021, and the segment north of Whipple Avenue to open in late 2022.

Future Activities:

- (1) Complete civil construction for the southern segment.
- (2) Continued construction for the northern segment.
- (3) Reconcile cost estimate for Toll Systems with BAIFA.
- (4) Execute Cooperative Agreements for Caltrans Oversight and Implementation for Toll systems.
- (5) Finalize Operations and Maintenance Agreements.
- (6) Begin Toll System installation.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$30,500,000	5%	\$27,687,066	91%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$0	0%	\$95,000,000	16%
Loan/Future Tol	\$86,470,000	15%	\$0	0%	\$86,470,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$90,777,524	30%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$3,319,249	6%	\$53,000,000	9%
Total	\$581,140,000	100%	\$131,283,840	23%	\$581,140,000	100%

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

Issues:

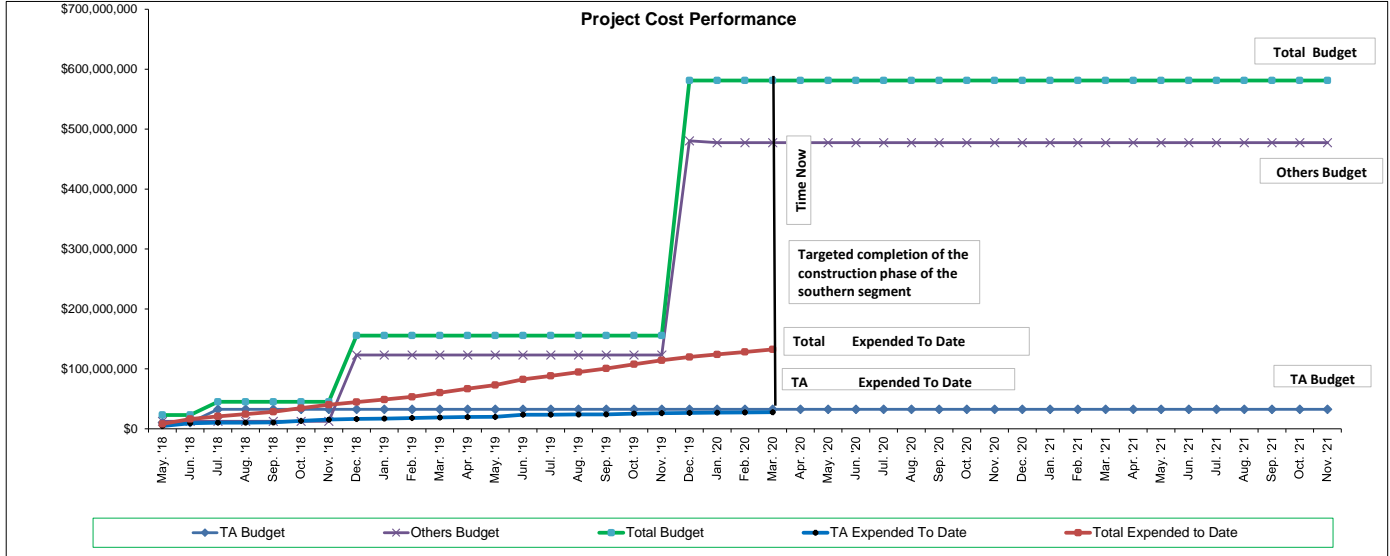
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated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

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$30,500,000	\$27,687,066	\$2,812,934	\$30,500,000	\$0
Others	\$550,640,000	\$103,596,773	\$447,043,227	\$550,640,000	\$0
Total Project	\$581,140,000	\$131,283,840	\$449,856,160	\$581,140,000	\$0

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



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. Project is addressing final comments.

Issues:

None

Schedule:



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

Progress

This Quarter:

- (1) Continued coordination with County and Caltrans for the Planning Commission Meeting.
- (2) Received Encroachment Permit for hazardous materials investigations.
- (3) Submitted PEER package, including project schedule, Environmental Memos and documents.
- (4) Provided information to support Caltrans' review on PEER package.
- (5) County continued to pursue funding sources for construction phase.

Future

Activities:

- (1) Conduct hazardous materials investigation.
- (2) County to continue pursue funding sources for construction phase.

Issues:

*Schedule will be updated once County of San Mateo has resources to prepare and attend the Planning Commission Meeting with Caltrans. The Planning Commission Meeting date is to be determined. Hazardous materials field work was postponed due to Shelter in Place Ordinance issued by County of San Mateo.

Funding:



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

Issues:

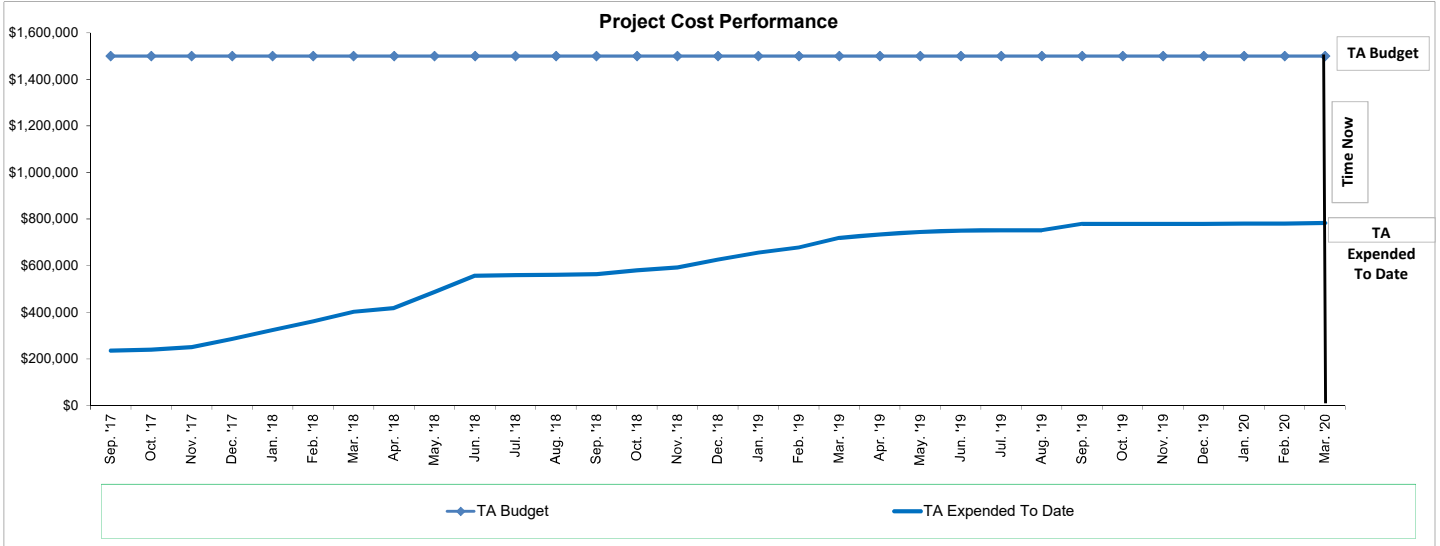
None

Budget:



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

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



* Cost 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:

Project Status Summary:

The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the POC element of the Project. The City is conducting value engineering to explore cost saving opportunities along with pursuing additional funding sources.

Issues: None

Schedule:



(3a)

Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*

Progress This Quarter:

- (1) City began to conduct value engineering.
- (2) City submitted value engineering proposals to Caltrans for review.
- (3) City initiated preparation to apply for additional funding sources.
- (4) City continued to address Caltrans' comments and obtain approval on PS&E.

Future Activities:

- (1) City to obtain Caltrans' approval on value engineering proposals.
- (2) City to apply for additional funding sources.

Issues: *City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval on PS&E package. The City is conducting value engineering to explore cost saving opportunities along with pursuing additional funding sources which includes the next cycle of ATP funding schedule to be available March 2021. If successful, the City intends to re advertise the Project in May 2021. The work that was proposed to be shifted to the project will now remain and be completed as part of the U.S. 101 Express Lanes Project.

Funding :



(4b)

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

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

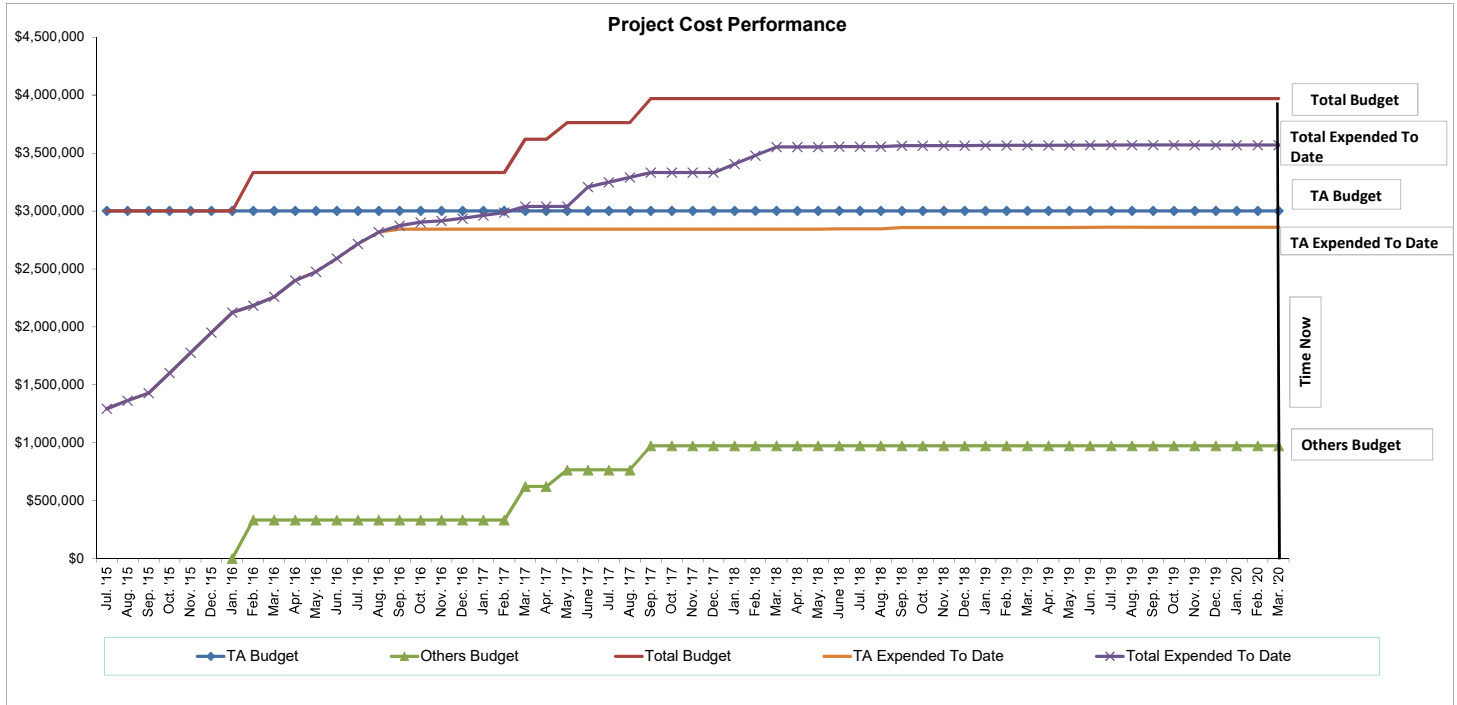
Budget:



(2a)

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

Note: Budget is for PA&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 and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



* Cost inception from the beginning of current phase.

Issues:

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds. In November 2019, TA Board programmed and allocated an additional \$2.6 M to accommodate one-year construction delay and scope shifting from the Express Lanes Project to the Holly Project. Since work will remain with Express Lanes Project, TA to seek Board authorization to reallocate the associated fund back to Express Lanes Project.

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

TA Role: Implementing Agency and Funding Agency

Sponsor: City of San Mateo

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



Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. 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*



(3a) *Baseline schedule for PA&ED will be developed after traffic operational analysis is completed.

Progress This Quarter:

- (1) Completed traffic analysis.
- (2) Conducted meetings with Cities of Burlingame and San Mateo to review traffic analysis.
- (3) City of San Mateo conducted council workshop on February 3rd, 2020.

Future Activities:

- (1) Request proposal to complete PA&ED phase.
- (2) Develop funding strategy to complete PA&ED phase.

Issues: Additional traffic studies and enhanced public outreach could potentially impact the project schedule. It is the desire of City of San Mateo as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,796,371	51%	\$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%	\$1,796,371	51%	\$3,500,000	100%



Issues: Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. The City of San Mateo and TA staff are working to quantify the additional cost and resources to bridge the funding gap.

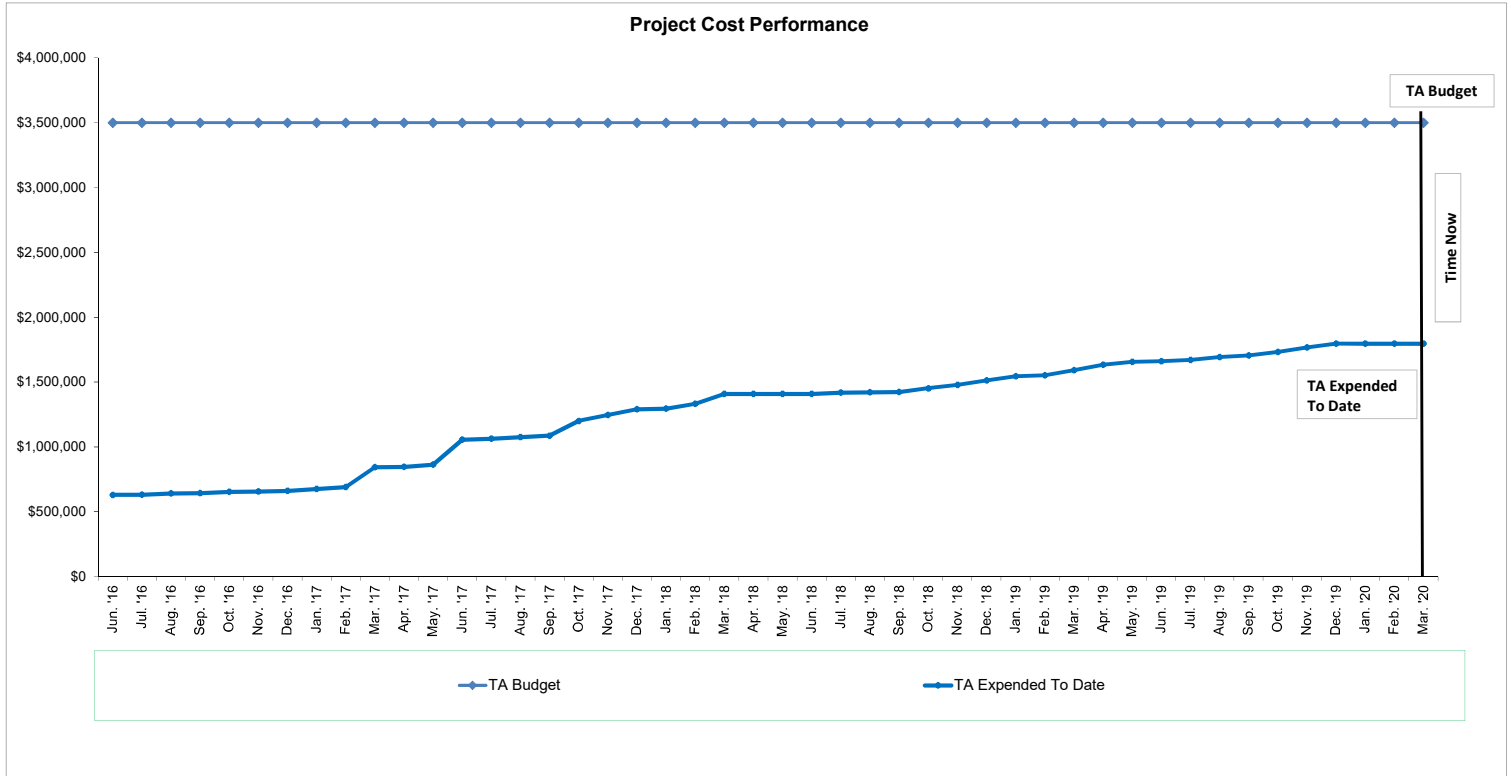
Budget:



(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,796,371	\$1,703,629	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,796,371	\$1,703,629	\$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) document was 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 (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	10/30/15
PA&ED	05/15/17	09/15/19	05/15/17	12/31/20	09/22/17	12/31/20
PS&E	01/02/20	01/02/22	01/01/21	03/01/23	01/01/21	03/01/23

Progress

This Quarter:

- (1) Continued Environmental Studies.
- (2) Continued Traffic Studies.
- (3) AECOM attended a conference call with City to introduce the project to the new City Project Manager as scheduled for 01/08/20.
- (4) Provided responses to the TA's questions.
- (5) Updated and submitted the Purpose and Need (P&N) statement and the comment/response matrix to Caltrans on 01/10/20.
- (6) Scheduled and attended a conference call with Caltrans to go over the P&N and the comment response matrix on 01/16/20.
- (7) Attended a conference call with City to discuss the updated P&N, Caltrans additional comments and the next step on 01/23/20.
- (8) Prepared and submitted a project status Memo to City for submittal to City Council.
- (9) Attended a conference call with AECOM on 2/3/20.
- (10) Prepared a Travel Demand Sensitivity Traffic Analysis Memo which was submitted to AECOM and Caltrans on 2/6/20.
- (11) Attended a conference call with Caltrans Traffic group on 3/10/20 to discuss the Travel Demand Sensitivity Traffic Analysis Memo.
- (12) Updated Alt 6 based on comments from City and business owners
- (13) Provided memo to City Council on project status

Future Activities:

- (1) Continue Environmental Studies.
- (2) Continue Traffic Studies.
- (3) Finalize and obtain approval on Purpose & Need Statement from Caltrans.
- (4) Continue to update the CPM Design Schedule
- (5) Prepare and Attend a PDT meeting with Caltrans on 4/9/2020

Issues:

Obtaining approval from Caltrans on Purpose & Need is taking longer than anticipated. City staff and consultant team have been working to address Caltrans' comments and may request a meeting with Caltrans Deputy District Director for Design to discuss the importance of the Project and to develop a strategy to gain consensus.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,737,242	49%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$139,697	47%	\$300,000	8%
Total	\$3,850,000	100%	\$1,876,939	49%	\$3,850,000	100%

Issues:

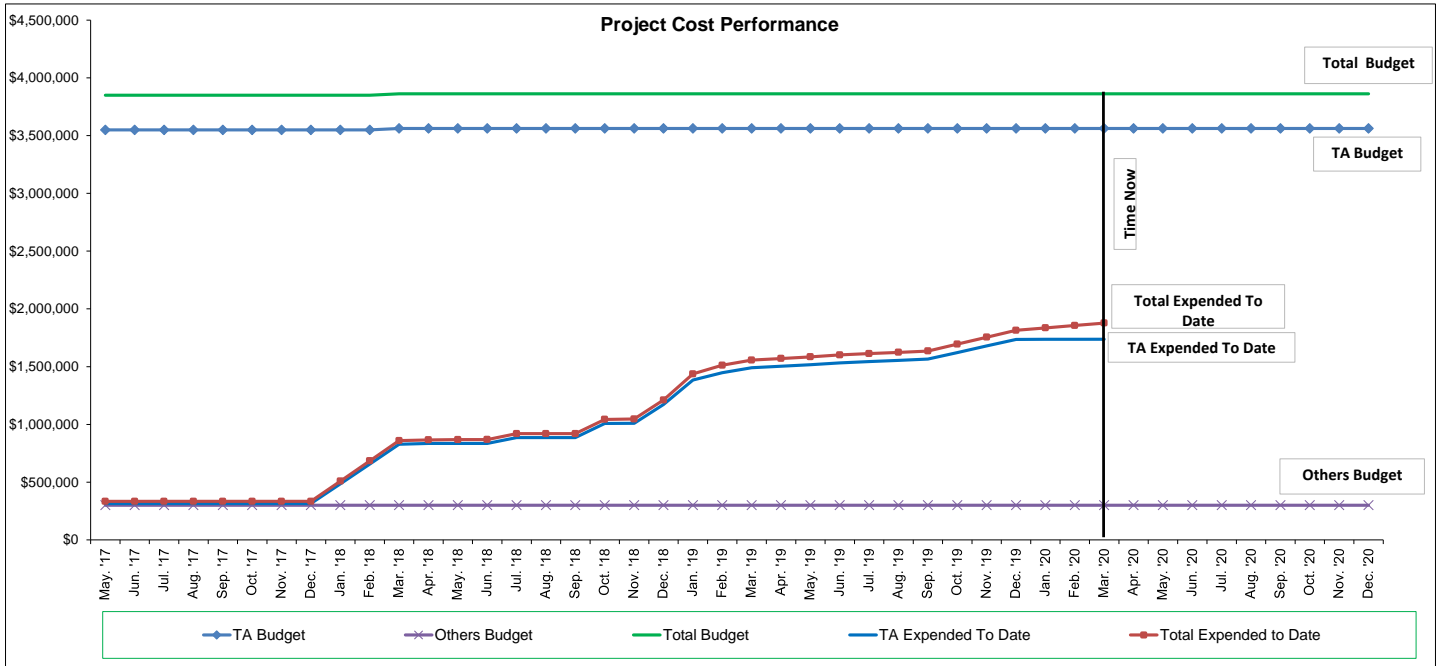
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,737,242	\$1,812,758	\$3,550,000	\$0
Others	\$300,000	\$139,697	\$160,303	\$300,000	\$0
Total Project	\$3,850,000	\$1,876,939	\$1,973,061	\$3,850,000	\$0

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



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

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Mateo

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



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

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	07/30/20	09/01/19	07/30/20

Progress This Quarter: (1) Design team (BKF/Gates & Assoc) developed three landscape concepts for initial review by City in preparation for meeting with Caltrans and future public outreach.
 (2) City submitted RCA (Request for Coop Agreement) to Caltrans for landscape work

Future Activities: (1) Meet with Caltrans to present landscape concepts and get input prior to initiating public outreach.
 (2) Develop and initiate public outreach plan review and process draft Coop Agreement for design phase between City and Caltrans for Council approval.

Issues: None

Funding :



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

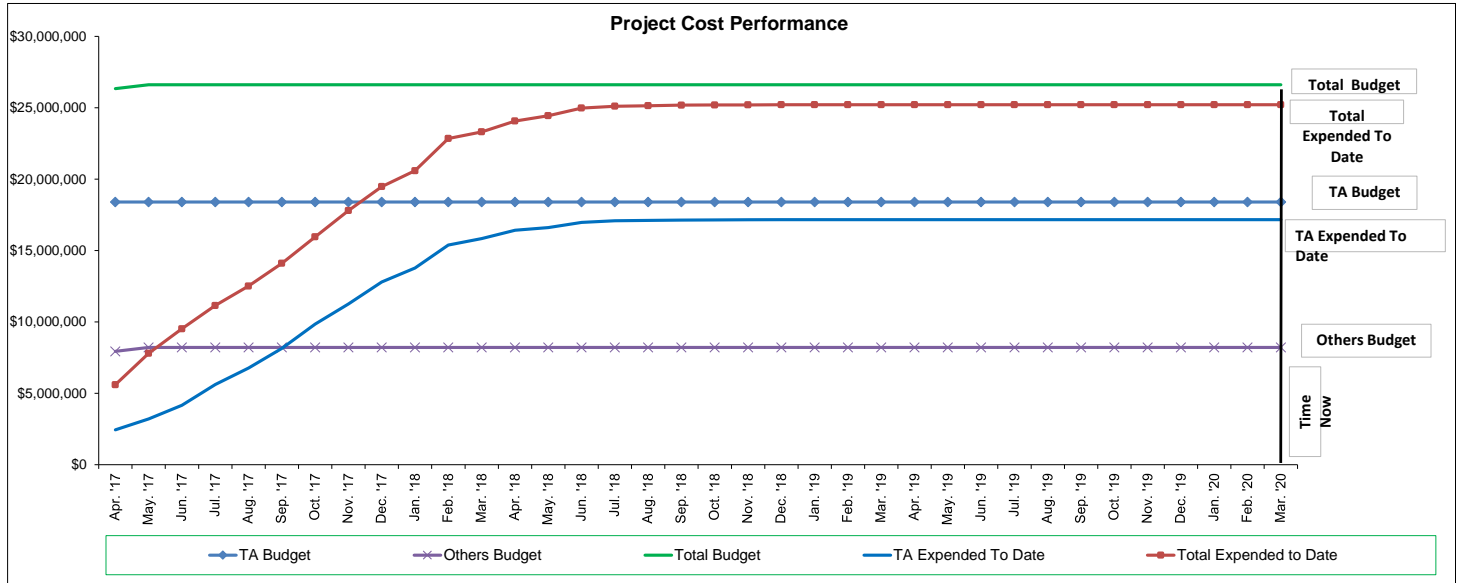
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



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

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving may be made available to fund standard landscaping construction.



* Cost inception from the beginning of construction phase.

Issues: None

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

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

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 relocating PG&E and Comcast utility lines to underground in preparation of construction.

Issues:

Schedule:

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	07/01/20	09/30/21

Progress This Quarter:

- (1) Design Phase agreement has been executed.
- (2) Continued PG&E utility relocation. Underground conduits and Junction Boxes were installed.
- (3) Obtained Right of Way certification.
- (4) Obtained Encroachment Permit.
- (5) Preparing to advertise the project for construction in May 2020.

Future Activities:

- (1) Complete PG&E and Comcast undergrounding of overhead electric and communication lines.
- (2) Advertise the project for construction.

Issues: Closure of Highway 1 will be required for PG&E to pull wires and drop lines across Highway 1.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,200,000	83%	\$0	0%	\$3,200,000	83%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$650,000	17%	\$383,338	59%	\$650,000	17%
Total	\$3,850,000	100%	\$383,338	10%	\$3,850,000	100%

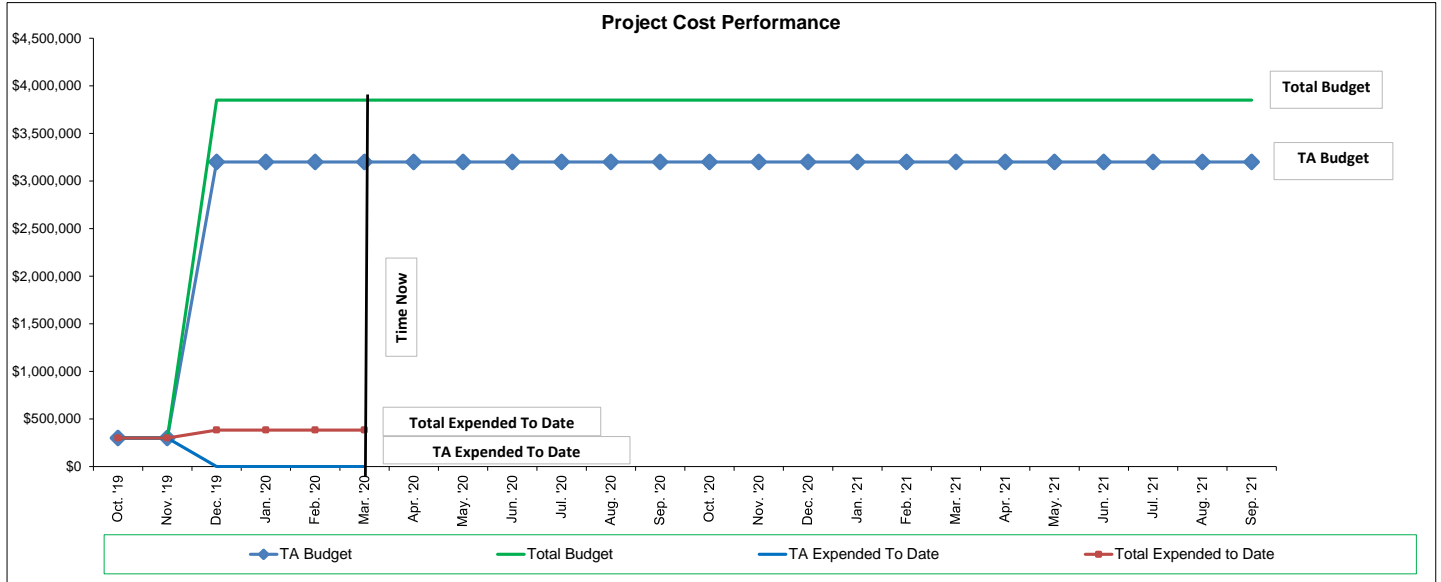
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,200,000	\$0	\$3,200,000	\$3,200,000	\$0
Others	\$650,000	\$383,338	\$266,662	\$650,000	\$0
Total Project	\$3,850,000	\$383,338	\$3,466,662	\$3,850,000	\$0

Note: Budget is for construction phase only.



Issues:

TA executed Funding Agreement for construction phase with City of Half Moon Bay in December 2019. City is paying for the PG&E and Comcast undergrounding work.

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:

The City has received the result of the geotechnical investigation. Sixty-five percent design is being prepared and will be submitted to Caltrans in the next quarter. Due to Covid-19, the utility investigation and pot-holing is on hold.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	11/01/17	02/08/19	11/01/17	02/08/19
Final Design	11/01/19	05/30/20	05/01/20	09/30/20	05/15/20	12/31/20

Progress This Quarter:

- (1) Incorporated Caltrans' comments and submitted the revised 35% Plans, Specifications and Estimate (PS&E) to Caltrans.
- (2) Completed geotechnical investigation.
- (3) Began to address comments on 35% design and incorporate Caltrans comments.
- (4) Continued right-of-way and utilities investigations and evaluated the impact.
- (5) Construction staging area has been selected and negotiations has been completed with the owners.

Future Activities:

- (1) Submit 65% PS&E design to Caltrans for review.
- (2) Complete utility investigations and pot-holing.
- (2) Initiate regulatory permit requests.

Issues:

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

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$74,295	25%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$128,794	23%	\$556,185	65%
Total	\$856,185	100%	\$203,088	24%	\$856,185	100%

Issues:

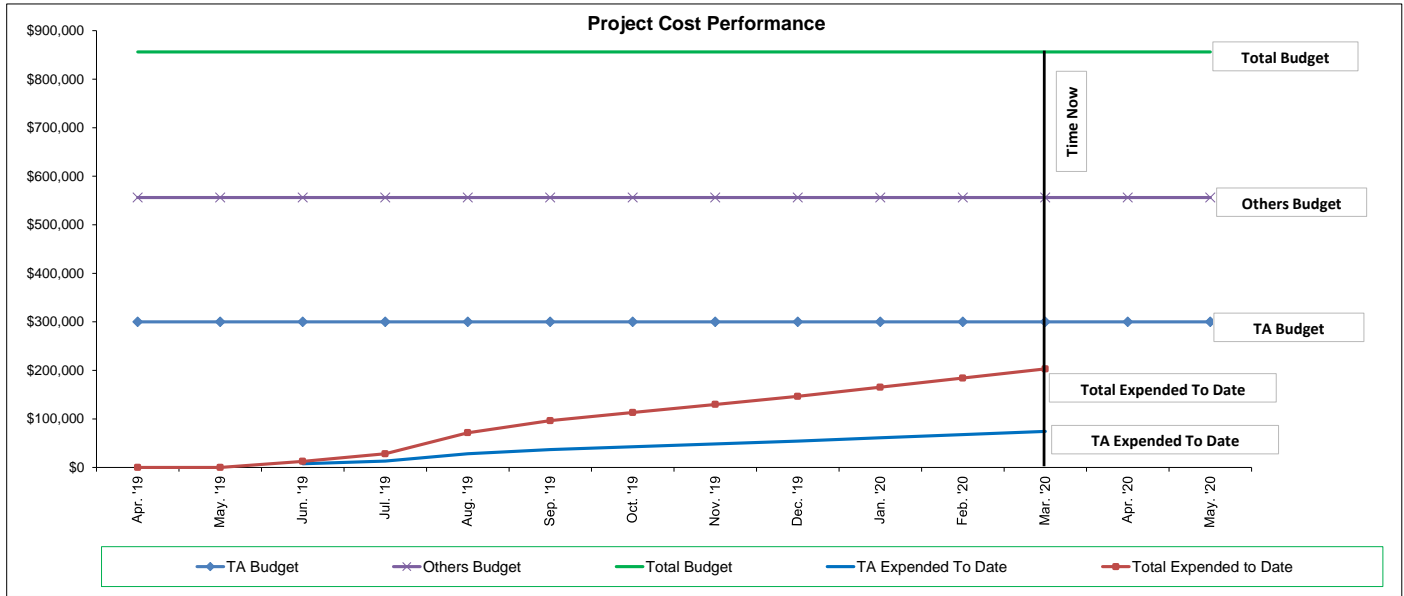
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$74,295	\$225,705	\$300,000	\$0
Others	\$556,185	\$128,794	\$427,391	\$556,185	\$0
Total Project	\$856,185	\$203,088	\$653,097	\$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-Implementer/ Co-Sponsor

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

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

Project Status Summary: A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the environmental phase of within San Mateo County (from I-380 to the San Mateo- San Francisco County line), and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. TA is working with SFCTA to close out the PID phase. Initiated a meeting with Caltrans to develop an integrated team for the next phase, Project Approval-Environmental Document (PA/ED). Preliminary schedule for the PA/ED has been developed.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	06/22/20	03/31/22	06/22/20	03/31/22


Progress This Quarter:

- (1) Continued validation of advanced traffic data.
- (2) Continued PID phase closeout.
- (3) Continued Cooperative Agreement processing.
- (4) Began integrated team development coordination with Caltrans for PAED phase.
- (5) Initiated PA/ED Schedule development
- (6) Drafted MOU with C/CAG for PA/ED phase.

Future Activities:

- (1) Complete validation of advanced traffic data.
- (2) Complete development of the integrated team.
- (3) Finalize and execute agreements with Caltrans and C/CAG for PAED phase.
- (4) Initiate PA/ED phase

Issues: None

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$605,363	100%	\$605,363	54%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$521,447	100%	\$521,447	46%
Total	\$1,750,000	100%	\$1,126,811	100%	\$1,126,811	100%

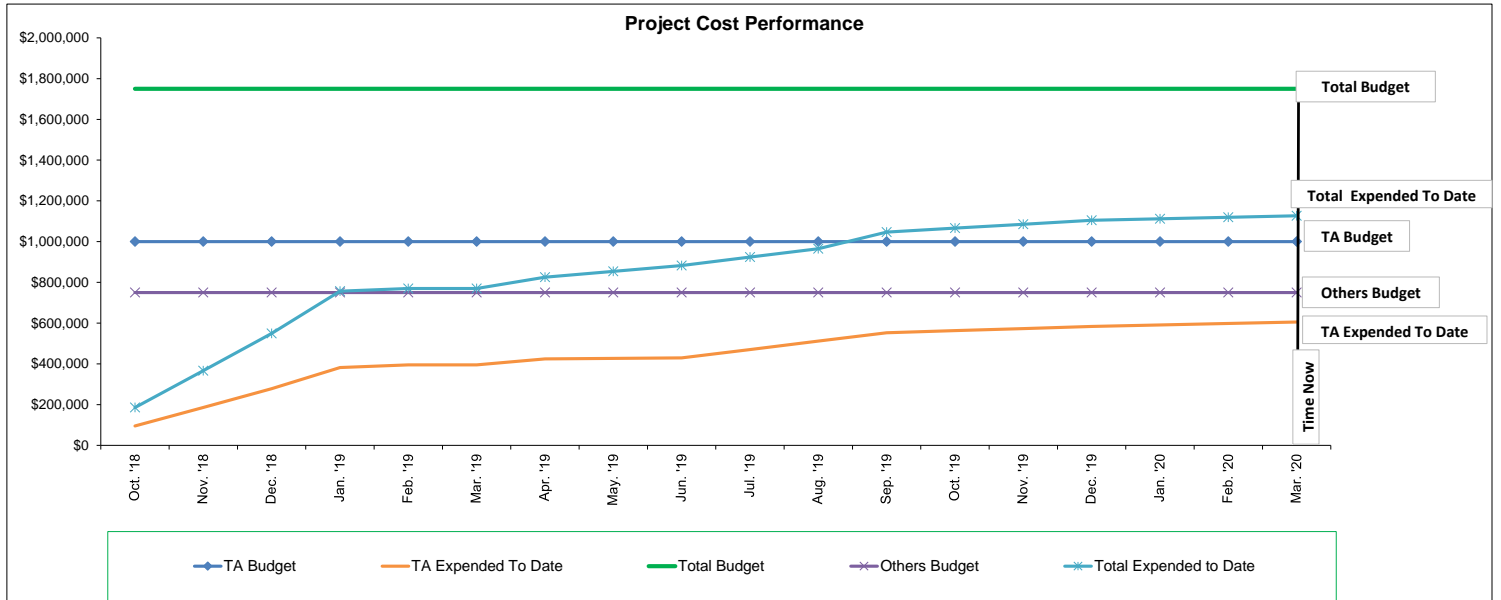
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$605,363	\$0	\$605,363	\$394,637
Others	\$750,000	\$521,447	\$0	\$521,447	\$228,553
Total Project	\$1,750,000	\$1,126,811	\$0	\$1,126,811	\$623,189

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 Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. TA is working with Caltrans, C/CAG, and Cities of Foster City and San Mateo to close out the PID phase. Caltrans will be the implementing agency for subsequent phase, Project Approval-Environmental Document (PAED).

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/01)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	06/01/18	06/30/19	10/01/18	11/01/19	10/01/18	10/29/19

Progress

This Quarter:

- (1) Continued to closeout PID phase.
- (2) C/CAG obtained authorization to execute Memorandum of Understanding (MOU) with TA.
- (3) Executed Memorandum of Understanding (MOU) and Cooperative Agreement with C/CAG and Caltrans.
- (4) Caltrans began to set up internal project system.
- (5) Caltrans and C/CAG submitted E-76 for federal authorization.

Future

Activities:

- (1) TA to seek reimbursement from Cities of Foster City and San Mateo for PID phase.
- (2) Begin PAED phase.
- (3) Schedule Kick-off meeting.

Issues:

Schedule will be updated once Caltrans finalize schedule and work plan for PAED phase.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$630,000	90%	\$506,521	100%	\$506,521	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$31,173	100%	\$31,173	6%
Total	\$700,000	100%	\$537,694	100%	\$537,694	100%

Issues:

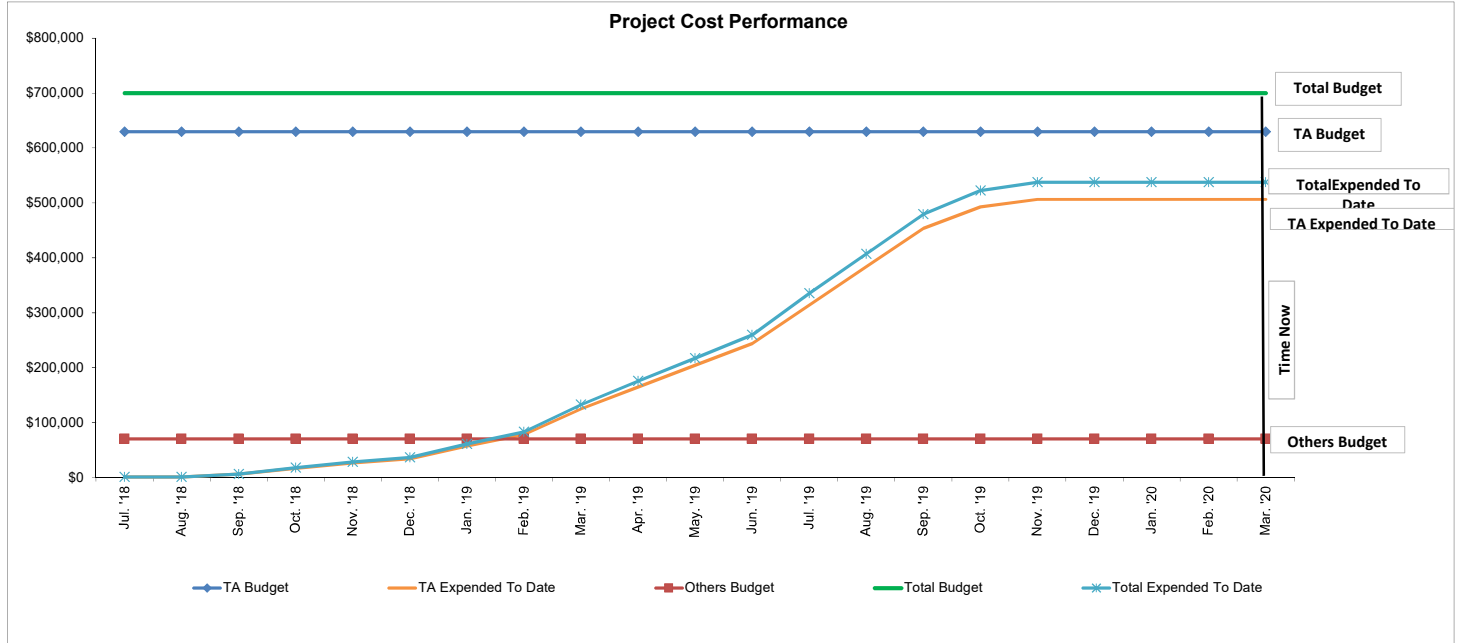
Funding table will be updated once Caltrans finalize schedule and work plan for PAED phase.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$506,521	\$0	\$506,521	\$123,479
Others	\$70,000	\$31,173	\$0	\$31,173	\$38,827
Total Project	\$700,000	\$537,694	\$0	\$537,694	\$162,306


Note: Budget is for PID phase only. Budget will be updated once Caltrans finalize schedule and work plan for PAED phase.



Issues: None


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

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

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

Project Status Summary: (1) The alternative analysis and technical studies for the Project Study Report (PSR) has been completed.
 (2) A draft PSR was submitted to Caltrans for review and Caltrans provided comments.
 (3) Currently, the PSR is being revised to incorporate the comments from Caltrans.
 (4) The Approval of a PSR will serve as a Project Initiation Document (PID) to advance the project to "Project Approval/Environmental Document (PA/ED) phase of the Project.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID	06/01/18	06/30/19	10/01/18	06/30/20	10/01/18	06/30/20

Progress This Quarter: (1) Completed geometric layout and alternatives.
 (2) Finalized Purpose and Need, Project Description.
 (3) Submitted Final Draft PSR-PDS to Caltrans and Cities for review.

Future Activities: (1) Address and incorporate comments on Final Draft PSR-PDS.
 (2) Prepare Final PSD-PDS for signatures.
 (3) Strategize and perform critical tasks in support of PA/ED phase.

Issues: None

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$704,990	33%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$6,018	27%	\$22,309	1%
Total	\$2,230,000	100%	\$711,008	33%	\$2,163,000	100%

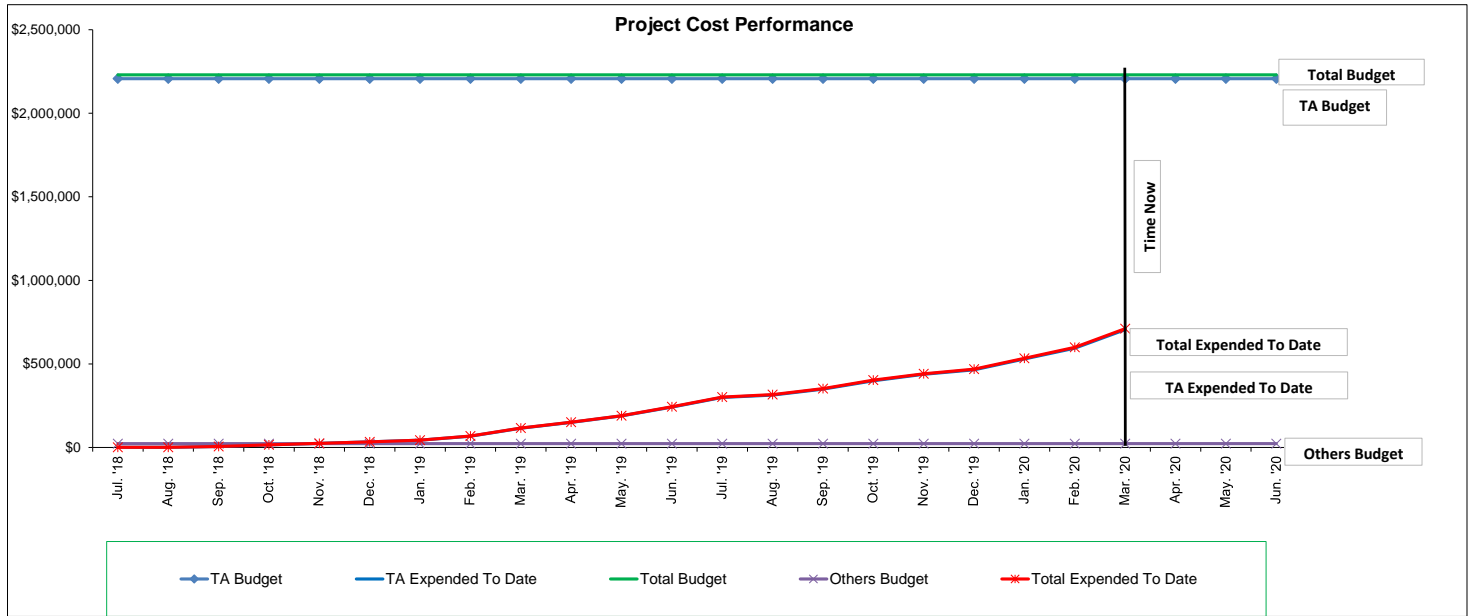
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$704,990	\$1,435,701	\$2,140,691.03	\$66,309
Others	\$23,000	\$6,018	\$16,291	\$22,309	\$691
Total Project	\$2,230,000	\$711,008	\$1,451,992	\$2,163,000	\$67,000

Note: Budget is for PID phase only.



Issues: None

TA – Caltrain Project

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

	SMCTA Budget \$74,000,000	Expended \$58,572,208	Remaining \$15,427,792
<p>00812 - GRADE SEPARATION PROJECT - 25th Avenue (San Mateo)</p> <p>Scope: This project uses Measure A funds for the environmental/preliminary engineering, final design and right of way construction phases of work for a two-track elevated grade separation of 25th Avenue San Mateo County. The extension of 28th and 31st Avenues between El Camino Real and Delaware Street and the relocation of the Hillside Caltrain Station are also included in the project but are being funded from other sources.</p> <p>Phase: Construction (Scheduled for completion approximately, May 2021)</p> <p>Status: Continued relocation of AT&T duct bank. Built embankment fill for North and South tie in at Hillside Bridge. Built new platform deck at 28th Avenue. Installed deck plates, water proofing and fencing at Hillside Bridge. Demolition of existing Hillside Station. Continued project coordination meetings between Contractor, City, Caltrain, SMCTA, Utility companies and stakeholders.</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) (Scheduled for completion approximately, September 2020)</p> <p>Update: Project team prepared Document for Categorical Exclusion (DCE) package and was sent to the Federal Transit Administration (FTA) for NEPA clearance on January 28, 2020. A revised DCE package, with responses to comments, was resubmitted to the FTA on February 25, 2020. Project team was preparing Section 106 (National Historic Preservation Act) Integration with NEPA, requested by FTA. NEPA clearance is expected, approximately in August/September 2020. Concurrently, project team is preparing a Request for Proposal (RFP) for final design phase.</p>	SMCTA Budget \$4,850,000	Expended \$3,225,253	Remaining \$1,624,747

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

	SMCTA Budget \$650,000	Expended \$337,841	Remaining \$312,159
<p>00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street</p> <p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco (SSF) and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning. (Scheduled for completion approximately, April 2021)</p> <p>Status: Due to project schedule delay, the Lead Sponsor requested a time extension from the TA. An amendment was fully executed on January 10, 2020. Project team presented to SSF City Council on January 15, 2020. Project team prepared and finalized presentation for the 3rd community meeting. Project outreach continued. Conducted Project Development Meetings (PDT).</p>			
<p>100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)</p> <p>Scope: The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p>Phase: Planning. (Scheduled for completion approximately, July 2021)</p> <p>Status: Comments were incorporated on Data Collection Memo. Project team completed 15 "initial" alternatives, including vertical profiles, plan view of horizontal footprint and assessment of properties/development projects impacts for each. Project team prepared for and conducted Internal Workshop #2, which included PowerPoint, Alternatives Matrix, Evaluation Criteria and Evaluation Matrix. A meeting summary from Internal Workshop #2 was prepared. Project team began strategizing on tools and format to use for virtual community engagement. Project team continued ongoing project coordination. Conducted Project Development Meetings (PDT).</p>	SMCTA Budget \$750,000	Expended \$213,526	Remaining \$536,474

Ferry **Program Project**

TA - : San Mateo County Ferry Service

<p>100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)</p> <p>Scope: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by October 2020.</p> <p>Phase: Planning.</p> <p>Status: Completed service scenarios and ridership forecast drafts. Outreach efforts were delayed due to shelter-in-place orders.</p>	<p>SMCTA Budget \$450,000</p> <p>Expended \$224,306</p> <p>Remaining \$225,694</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	PG&E construction of gas main replacement was substantially completed. Project construction nearing completion, as contractor was finishing punch-list items.	Mar-18	\$733,000	\$210,078	\$522,922
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	In ground High-Intensity Activated crosswalk beacon (HAWK) systems were tested and activated.	Mar 2016	\$882,036	\$820,983	\$61,053
Daly City	Mission Street Streetscape Project	Final design and construction	Final design plans were being updated to incorporate new pedestrian scale lighting and safety elements.	Mar 2018	\$810,000	\$47,673	\$762,327
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Final design was approved by City's Public Works and Transportation Commission in February 2020. Final bid package was being prepared.	Mar 2018	\$300,000	\$0	\$300,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project plans were nearing 65% completion. The City received final award of TDA Article 3 funds in the amount of \$350,000, due to increase in construction costs. Project schedule was delayed for three months due to COVID-19 special order.	Mar 2018	\$315,000	\$88,554	\$226,446
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	On February 11, 2020, City Council approved two grants, C/CAG and Caltrans, which were needed to offset project budget shortfall, due to construction cost escalation. Additionally, City Council approved a funding agreement with the developer. Final design was nearing completion. Coordination continued with developer and contractors with construction improvements.	Apr 2014	\$170,000	\$56,201	\$113,799
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	City Council reviewed and approved 30% design and certified the environmental documents on January 28, 2020. City staff began project close-out documents and invoicing.	Mar 2016	\$490,000	\$367,469	\$122,531
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed. Contractor completed site work, including sidewalks, curb, gutter, irrigation and pedestrian lighting system.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Final design was completed. City staff was preparing for construction bidding.	Mar 2018	\$375,000	\$52,850	\$322,150
Redwood City	Kennedy Safe Routes to School Project	Construction	Contractor completed punch list items. City staff continued working on acceptance of the project from City Council and final close-out documents.	Mar 2016	\$500,000	\$256,347	\$243,654
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	Construction phase was completed on February 26, 2020. Project close-out documentation began.	Apr 2014	\$300,000	\$246,717	\$53,283
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Repair of damaged conduit and fibers were completed. City staff was preparing report to City Council for acceptance.	Jul 2011	\$350,000	\$350,000	\$0
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Construction worked continued and completed the following work: installation of sidewalk, curb and gutter, and curb ramps along San Carlos Avenue, between Sycamore Street and Upland Avenue. The contractor continued installing these improvements along San Carlos Avenue between Upland Avenue and Alameda de las Pulgas.	Mar 2018	\$1,000,000	\$347,946	\$652,054
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff moved forward with value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed.	Mar 2016	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Design consultant submitted 65% design plans to City staff for review. Consultant received comments from staff and was revising to incorporate feedback.	Mar 2018	\$380,000	\$42,500	\$337,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction bid was awarded by City Council on January 16, 2020. Notice to Proceed was awarded on February 11, 2020. Pre-construction phase began.	Mar 2016	\$200,000	\$0	\$200,000
South San Francisco	Sunshine Gardens Safety and Connectivity Improvements Project	Preliminary engineering, environmental, final design and construction	Construction work continued and completed the following work: all drainage improvements at intersections, replacement of concrete curb, gutter, sidewalk and ADA curb ramps at intersections, installation of all concrete raised median islands at intersections, replacement of thermoplastic high visibility crosswalks at intersections, installation of edge lines and pavement markings along streets and at intersections. Project team continued with weekly progress meetings.	Mar 2016	\$504,000	\$350,906	\$153,094



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.

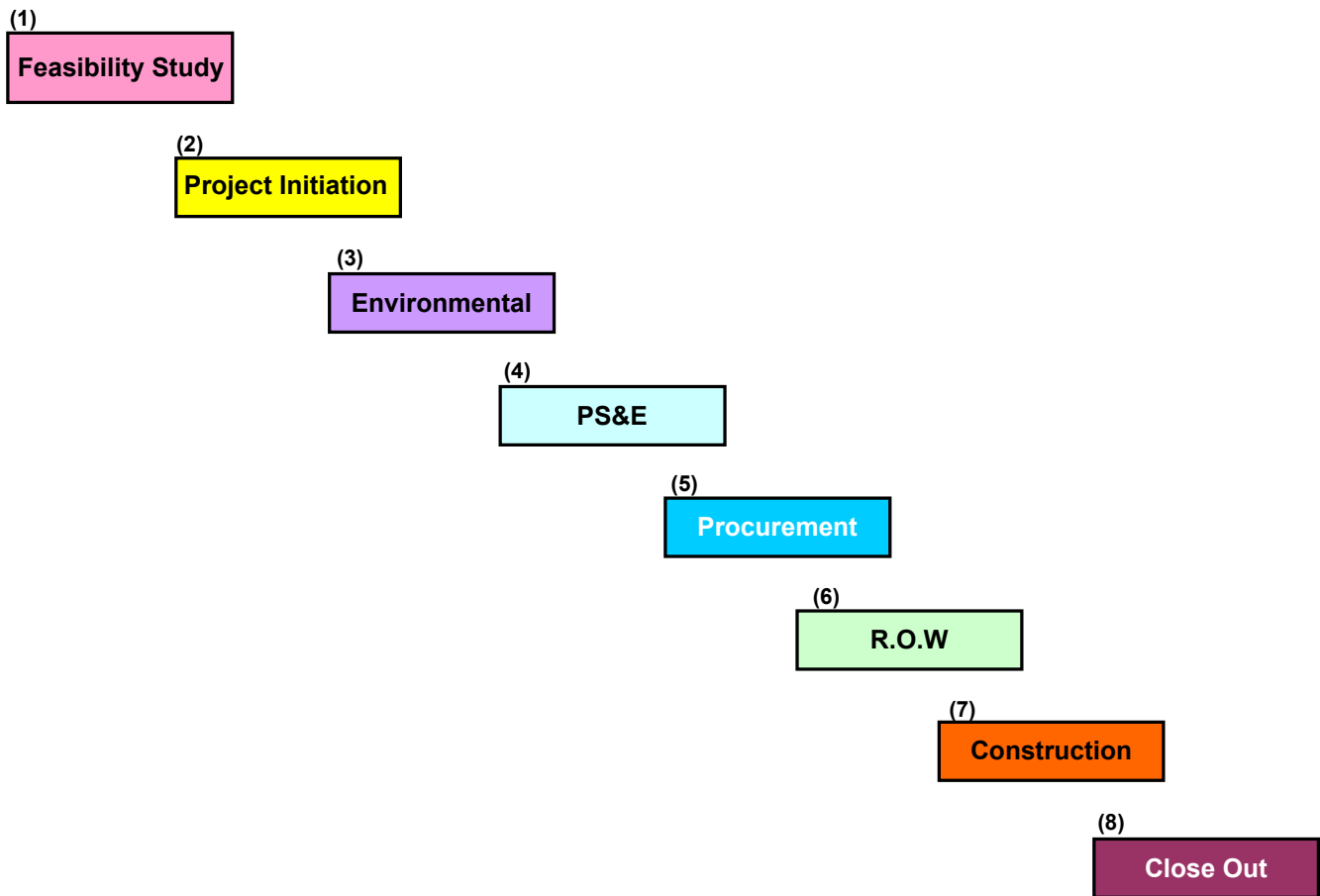
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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>