

Capital Projects

Quarterly Status Report

1st Quarter FY2020 : July 01 - September 30, 2019

Report prepared for the December 05, 2019 TA Board Meeting

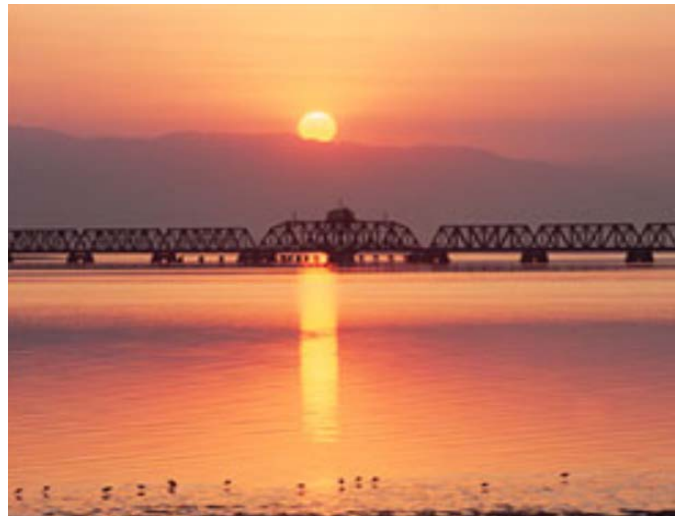




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Level 2 Projects

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	04 FY19	01 FY20	04 FY19	01 FY20	04 FY19	01 FY20	04 FY19	01 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 - Construction	G	G	G	G	R	R	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	9
00791 - U.S. 101 Express Lanes Project (previously the U.S. 101 Managed Lanes Project) Phase - PS&E / Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report (PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	G	G	R	R	G	G	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	G	G	R	R	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Construction	G	G	G	G	G	G	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Final Design	G	G	G	G	G	G	G	G	23
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
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	31
100321 – Route 1/ Manor Drive Overcrossing Project Phase - Planning	G	G	G	G	G	G	G	G	33
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Level 1 Projects

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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) Continued right-of-way coordination and closeout.
- (2) Began subsequent highway planting final design.
- (3) Drafted highway planting Cooperative Agreement between TA and Caltrans and Memorandum of Understanding (MOU) between City of Burlingame and TA for highway planting design phase.
- (4) City of Burlingame sent TA a request to proceed with highway planting final design and coordinate with Caltrans to advertise, award and administrate the construction of highway planting.

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%	\$57,135,469	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%	\$90,776,185	97%	\$93,738,000	100%

Issues:

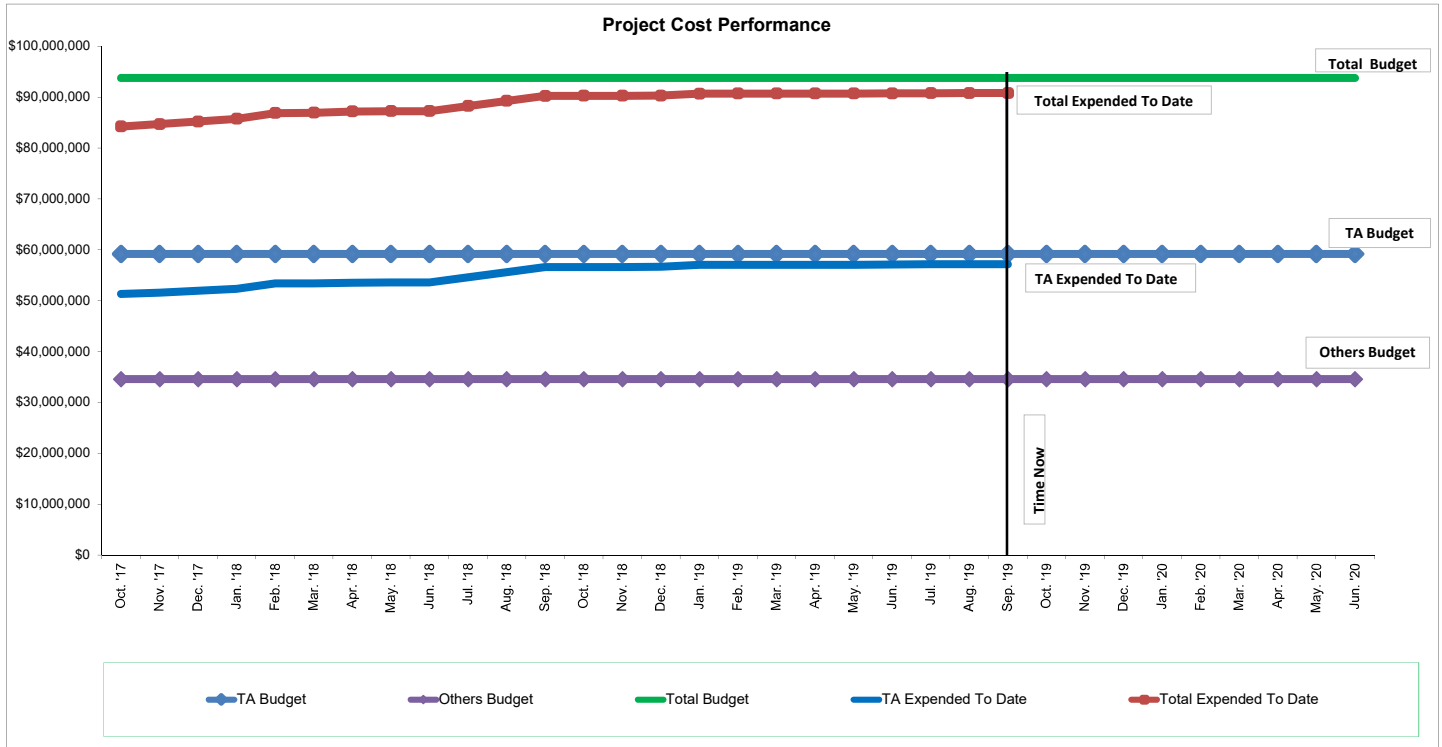
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,135,469	\$2,051,531	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,776,185	\$2,961,815	\$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 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 final stage of construction. Caltrans is performing construction administration and inspection, and has reported that the contractor has completed approximately 99% of the construction contract work, 99% of the scheduled time has been used (including time extension due to change orders) and 90% of the budget has been expended. A ribbon cutting ceremony was held on September 24, 2019.

Issues:

None

Schedule:



(3a)

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 electrical work.
- (2) Continued construction coordination and scope transfer with U.S. 101 Express Lanes Project.
- (3) Continued to work on punch list items.
- (4) Began cleaning up the job site.
- (5) City developed conceptual landscape design and presented at a community meeting on September 26, 2019.
- (6) Adjusted traffic signal to permanent signal cycle.
- (7) Continued to closeout change order work and billings.
- (8) Began coordination with City and Caltrans on subsequent highway planting conceptual design.

Future

Activities:

- (1) Obtain final acceptance of the project by Caltrans.
- (2) Complete closing out change order work and billings.
- (3) Complete all punch list items.
- (4) Continue to coordinate with City and Caltrans on subsequent highway planting conceptual design.
- (5) City to present conceptual design to Environmental Quality Commission and City Council.
- (6) TA and Caltrans to submit STIP funds reimbursement request to CTC.

Issues:

Early change orders, shortage of labor and materials and jobsite injuries resulted in delay in schedule.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$71,800,000	86%	\$59,363,140	83%	\$71,800,000	86%
Others						
State	\$11,552,000	14%	\$11,552,000	100%	\$11,552,000	14%
Total	\$83,352,000	100%	\$70,915,140	85%	\$83,352,000	100%

Issues:

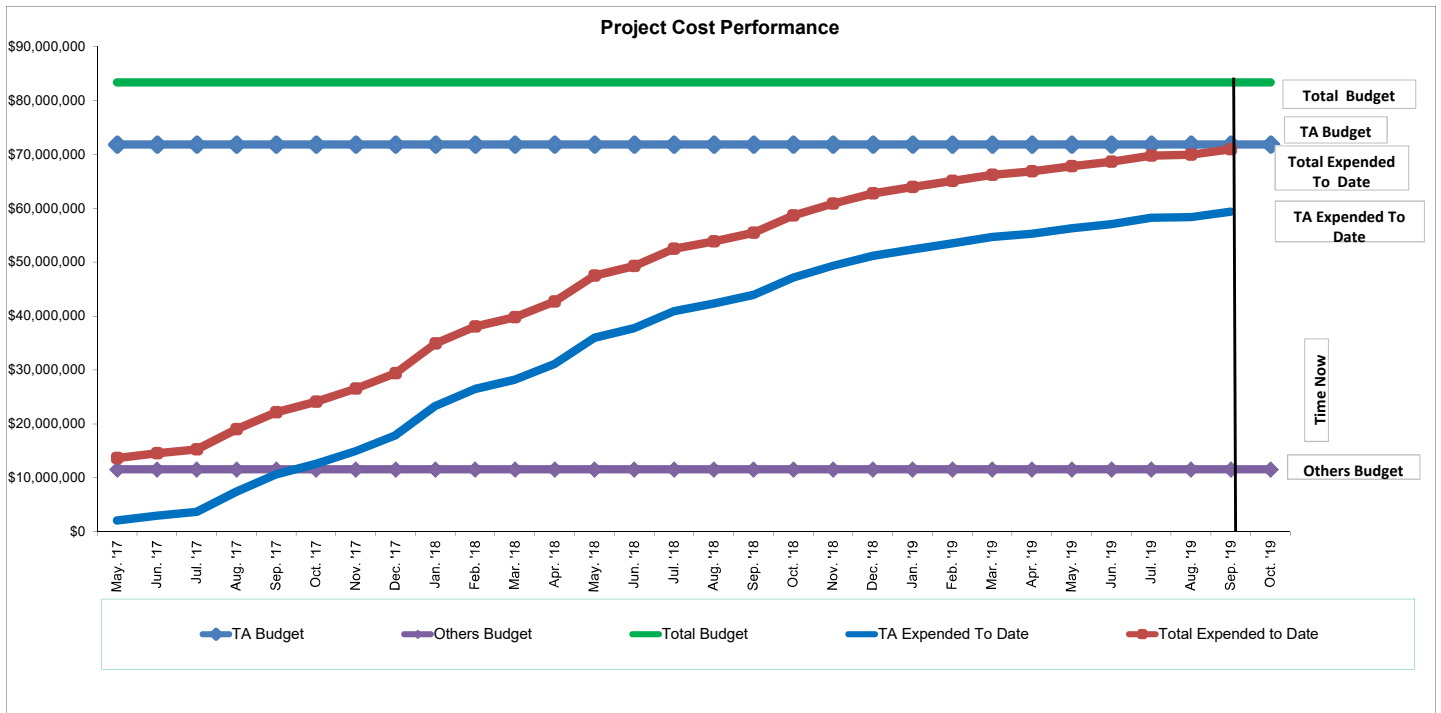
TA funding includes \$10.4 M Measure A advancement funds for construction support to be reimbursed by Caltrans. TA will coordinate with C/CAG and Caltrans to submit STIP funds reimbursement request to CTC. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$71,800,000	\$59,363,140	\$12,436,860	\$71,800,000	\$0
Others	\$11,552,000	\$11,552,000	\$0	\$11,552,000	\$0
Total Project	\$83,352,000	\$70,915,140	\$12,436,860	\$83,352,000	\$0

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.



* 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 advancing PS&E to 95% level and in coordination with PG&E, UPRR and California Public Utilities Commission.

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&E	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) 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) Continued to work on enhancing storm water treatment areas.
- (5) Continued to update Storm Water Data Report.
- (6) Continued utility coordination and updated Encroachment Policy Variance Request.
- (7) Began to address UPRR comments on roadway submittal.
- (8) Coordinated with UPRR on structural submittal.
- (9) Continued coordination with PG&E and California Public Utilities Commission.
- (10) Continued to address comments from USACE on wetland areas.
- (11) Began drafting Amendment to Funding Agreement for additional work and time needed to complete the project.
- (12) Began analysis of Cement Deep Soil Mix.
- (13) Began preliminary design of sanitary sewer and water relocations.

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 advance PS&E package to 95% Level.
- (6) Continue to work on sanitary sewer and water relocations design.
- (7) Execute Amendment to Funding Agreement.

Issues:

Delay on the approval of the Structure Type Selection Report affected the schedule for the development of 65% structure design. The City of Redwood City submitted a request to TA for schedule extension and budget reallocation. Schedule is updated to reflect additional work, including design of sanitary sewer and water facilities, soil stabilization, right-of-way engineering and supplemental field survey, that added time to the schedule delay.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$11,560,000	80%	\$8,546,257	74%	\$11,560,000	80%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,894,000	20%	\$2,739,492	95%	\$2,894,000	20%
Total	\$14,454,000	100%	\$11,285,749	78%	\$14,454,000	100%

Issues:

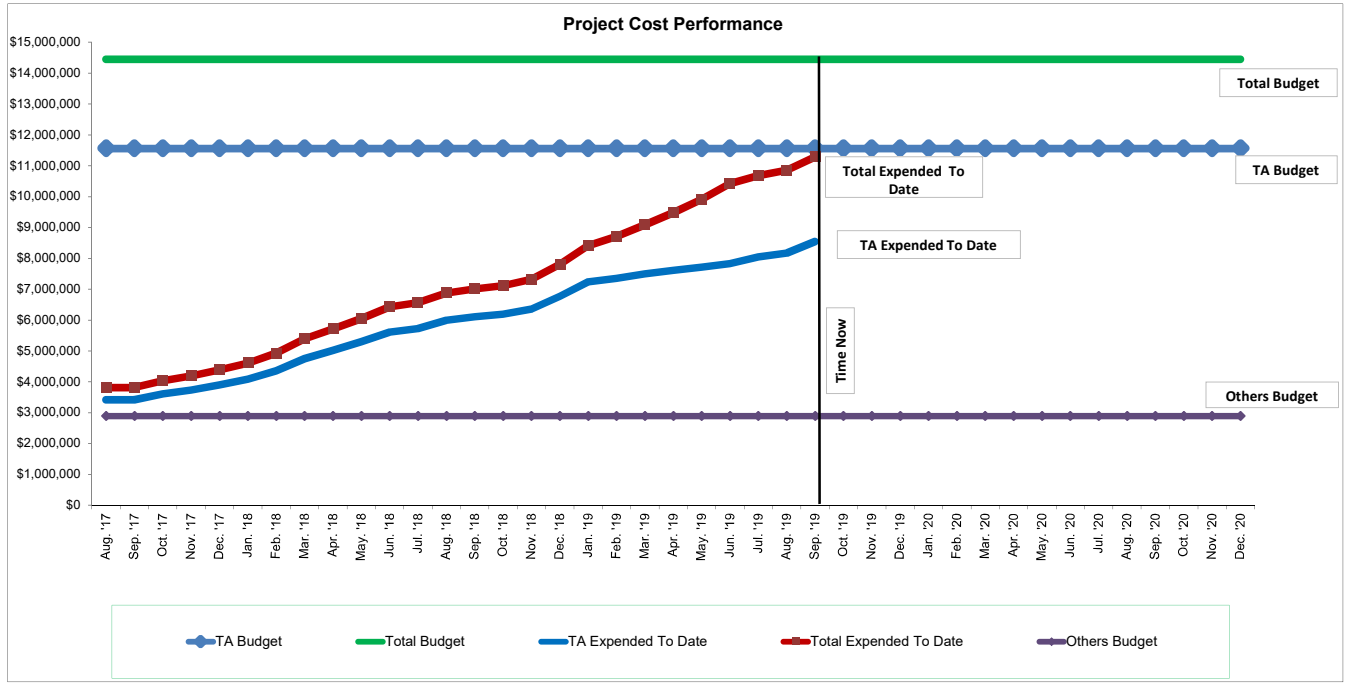
The City is working to develop a full funding plan for the construction phase of the project.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$11,560,000	\$8,546,257	\$3,013,743	\$11,560,000	\$0
Others	\$2,894,000	\$2,739,492	\$154,508	\$2,894,000	\$0
Total Project	\$14,454,000	\$11,285,749	\$3,168,251	\$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: 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%	\$7,712,277	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%

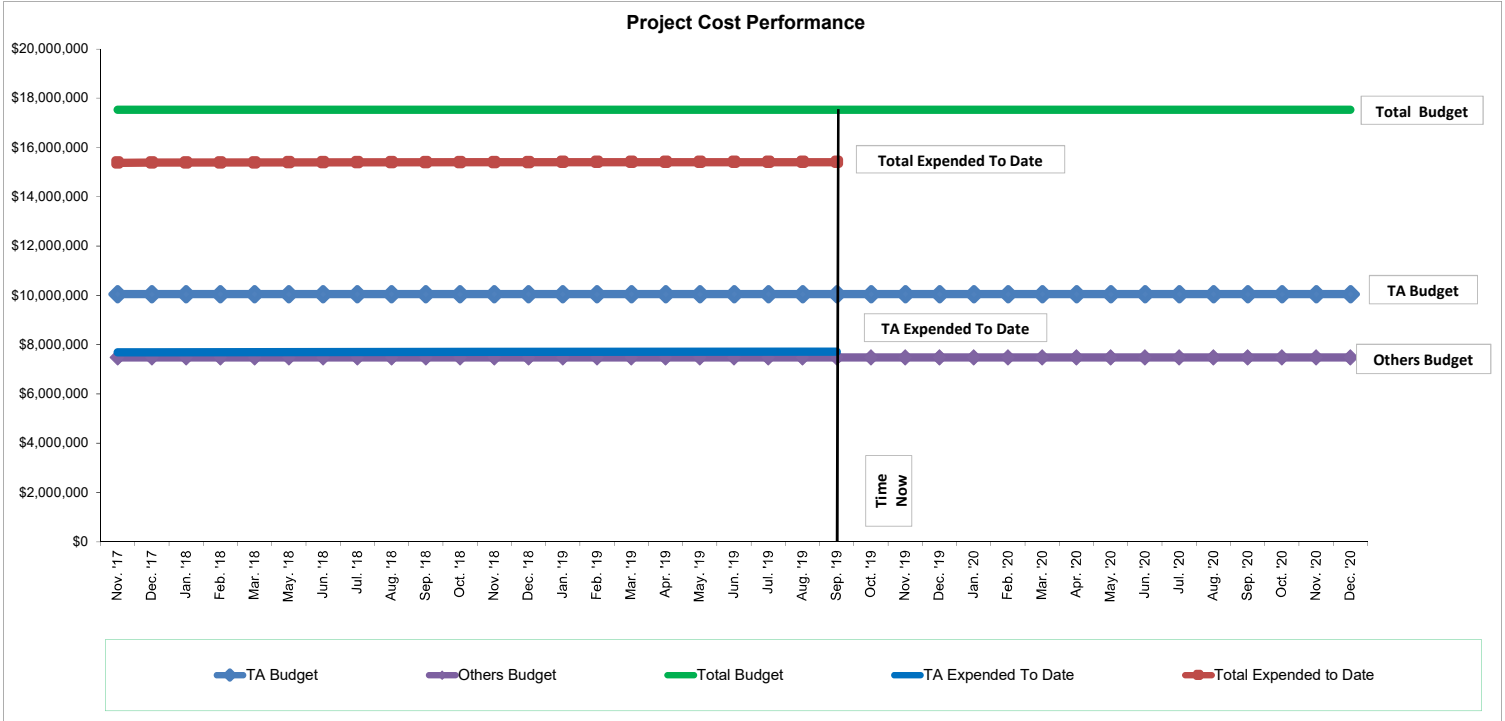
Issues: None

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.



* 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) Prepared 95% and advanced PS&E to 100% for the northern segment.
- (3) Continued coordination with PG&E and AT&T for service point connections.
- (4) Began 95% estimate reconciliation with contractor for the northern segment.
- (5) Continued to review and issue Contract Change Orders.
- (6) Continued construction of the southern segment.
- (7) Began Toll Systems design and cost estimates.
- (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) CTC approved San Mateo County Express Lanes Joint Powers Authority (JPA) to develop and operate a high-occupancy toll facility on US 101 in San Mateo County in August CTC meeting.

Future Activities:

- (1) Complete 95% estimate reconciliation with contractor for the northern segment.
- (2) Continue coordination with PG&E and AT&T for service point connections.
- (3) Request multi-funded LPP/SCCP/STIP at CTC October Meeting.
- (4) Complete quantity and cost reconciliation for the northern segment.
- (5) Award CMGC contract for the northern segment.

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%	\$25,288,952	78%	\$32,500,000	21%
Others						
Federal	\$9,500,000	6%	\$9,500,000	100%	\$9,500,000	6%
State	\$110,527,000	71%	\$76,024,442	69%	\$110,527,000	71%
Private*	\$3,000,000	2%	\$3,000,000	100%	\$3,000,000	2%
Total	\$155,527,000	100%	\$113,813,394	73%	\$155,527,000	100%

* \$3M from SAMCEDA Funding Agreement.

Issues:

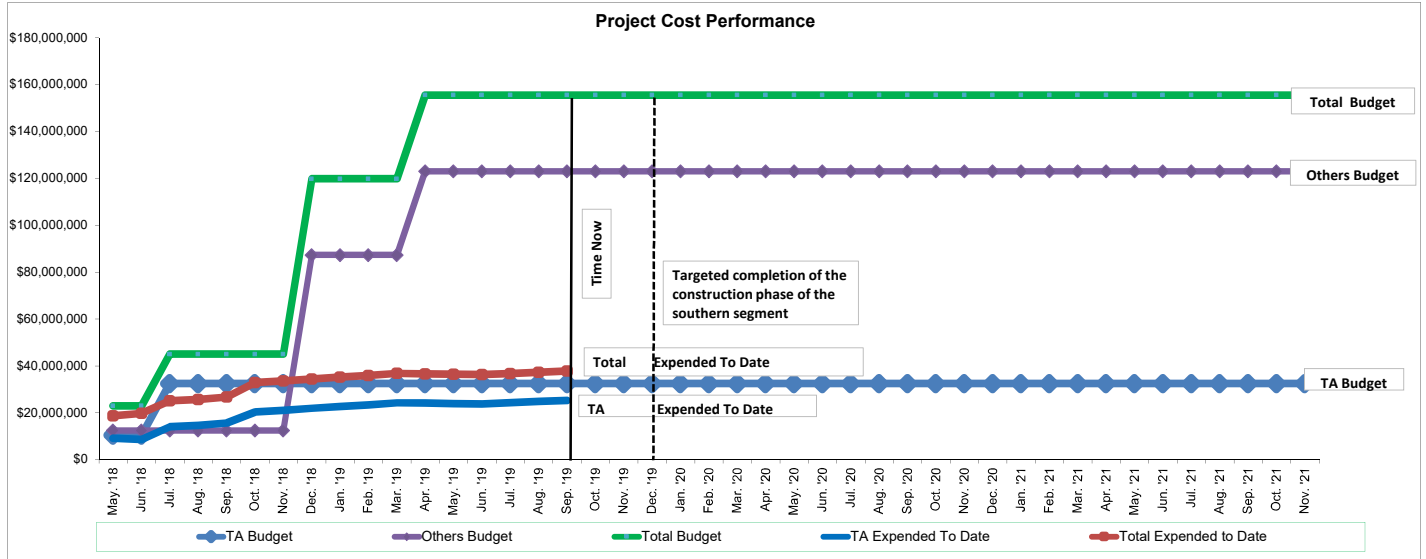
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$25,288,952	\$7,211,048	\$32,500,000	\$0
Others	\$123,027,000	\$88,524,442	\$34,502,558	\$123,027,000	\$0
Total Project	\$155,527,000	\$113,813,394	\$41,713,606	\$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 addressing final comments and preparing final design package.

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) Continued coordination with PG&E for service point location.
- (2) Began preparing Encroachment Permit for hazardous materials investigation.
- (3) Continued to advance the PS&E package to final design level.
- (4) Provided additional information for U.S. Fish and Wildlife Service (USFWS) Formal Consultation and Biological Opinion.
- (5) Continued to coordinate with Caltrans on Design Standard Decision Document approval.
- (6) Began hazardous materials investigation.
- (7) Continued to obtain Design Standard Decision Document approval from Caltrans.
- (8) Continued to finalize remaining Environmental Memos and documents.

Future

Activities:

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

Issues:

None

Funding:



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,500,000	100%	\$779,597	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%	\$779,597	52%	\$1,500,000	100%

Issues:

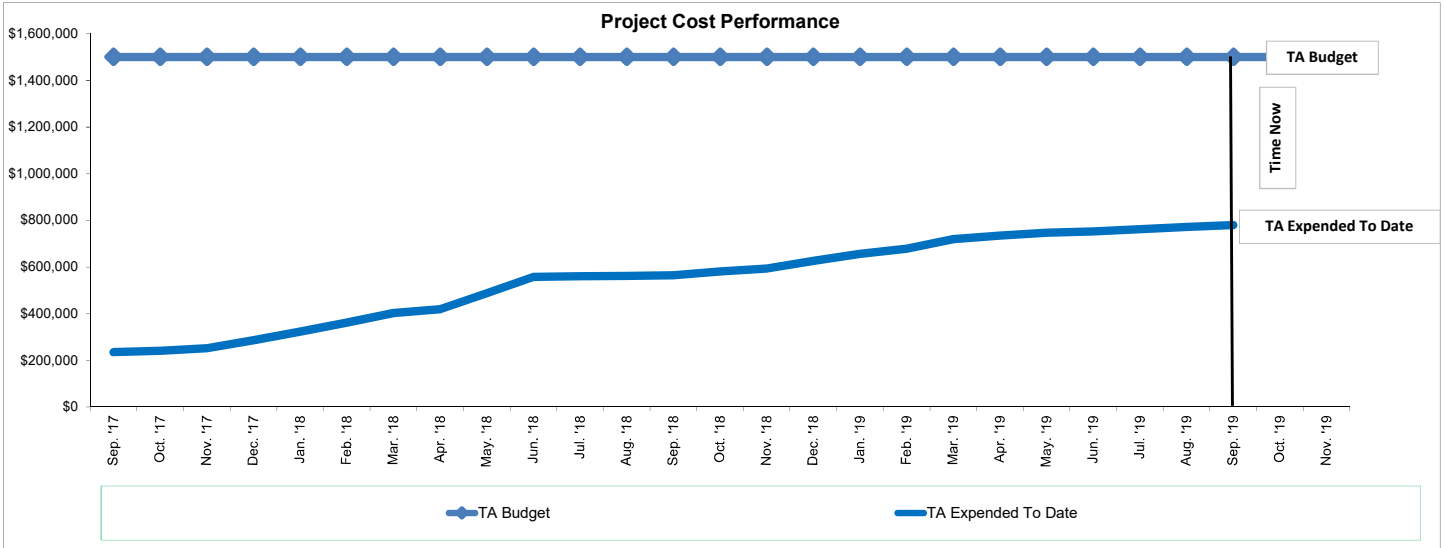
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$779,597	\$720,403	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$1,500,000	\$779,597	\$720,403	\$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 advertisement and award period.

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	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	07/31/22

Progress This Quarter:

- (1) Continued to finalize bid package and addenda.
- (2) City advertised project. Bid opening date is tentatively in October.
- (3) Continued to finalize Funding Agreement.
- (4) Continued construction coordination with U.S. 101 Express Lanes Project.
- (5) Reached consensus between City, TA, and Caltrans on the scope of work to be transferred from Express Lanes Project.

Future Activities:

- (1) Issue Addenda.
- (2) Evaluate bid and award construction contract.
- (3) Execute Funding Agreement.
- (4) Continue construction coordination with U.S. 101 Express Lanes Project.
- (5) Seek TA Board authorization for additional fundings resulting from the delay for the start of construction.

Issues: *City of San Carlos has been working with Caltrans to address Caltrans' comments and obtain approval on PS&E package. The project was scheduled to be constructed at the same time as U.S. 101 Express Lanes project. To avoid construction conflicts, Caltrans, City of San Carlos and TA collectively agreed to delay the construction of the Project to one year and transfer a portion of the Express Lanes project scope of work to the Project.

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.

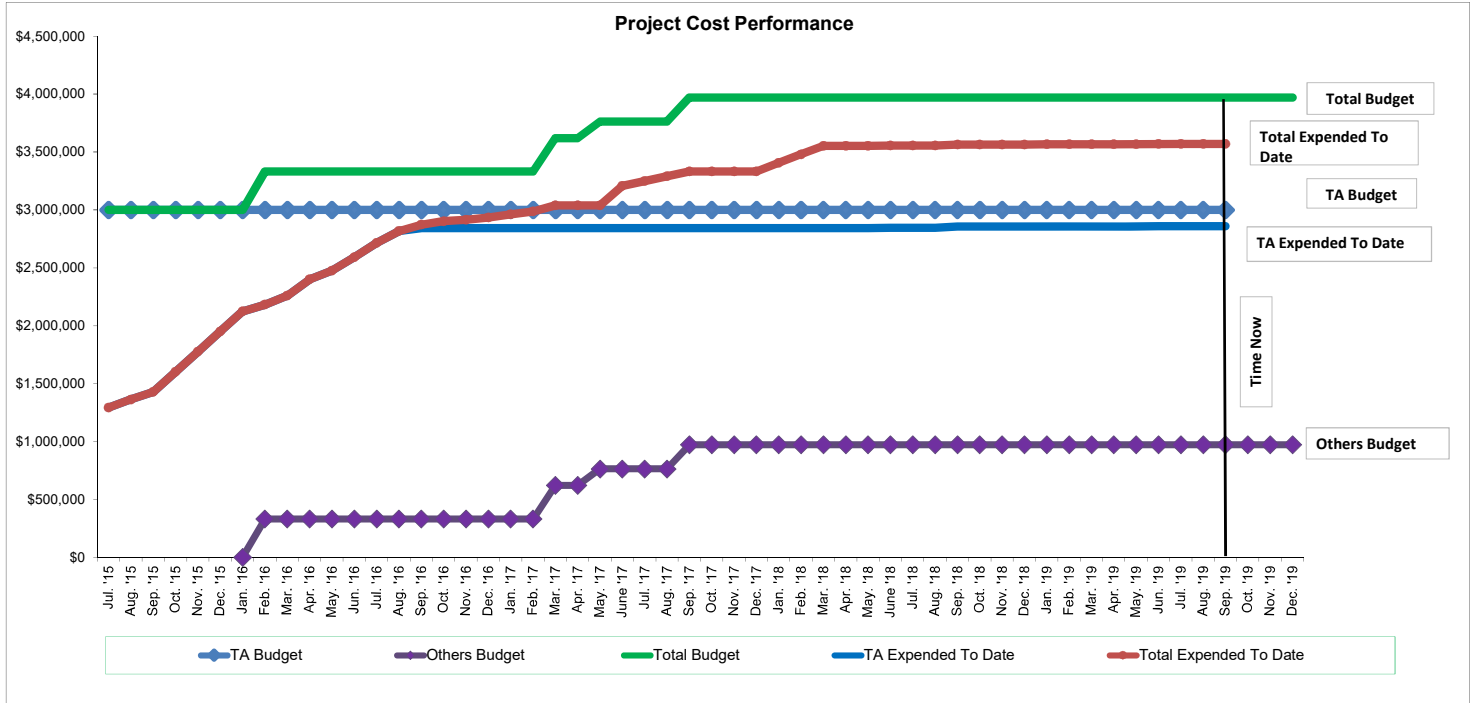
TA is working with the City and Caltrans to estimate the additional fundings for escalation cost, redesign, and scope transfer resulting from the delay for the start of construction.

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.

TA is working with the City and Caltrans to estimate the additional fundings for escalation cost, redesign and scope transfer resulting from the delay for the start of construction.

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.

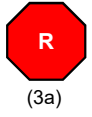


Project Status Summary: The Project Study Report - Project Development Support (PSR-PDS) for the PID phase was completed in May 2015. The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans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



*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 to finalize 2045 Traffic Operational Analysis.
- (5) Received and begin to address comments from City of San Mateo on draft 2045 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.
- (4) Meet with Cities of Burlingame and San Mateo on draft 2045 Traffic Operation Analysis.

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%	\$1,705,672	49%	\$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%	\$1,705,672	49%	\$3,500,000	100%



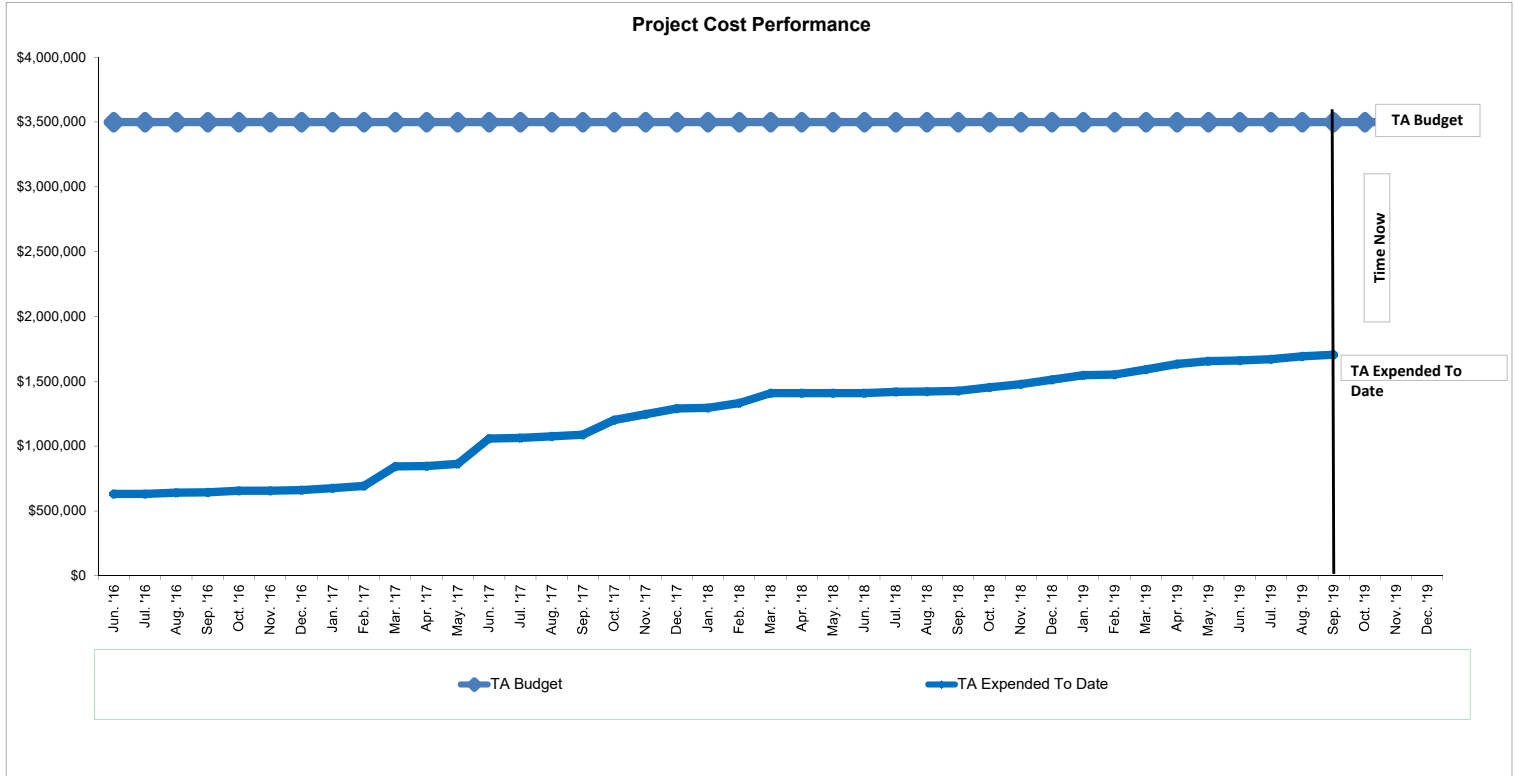
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,705,672	\$1,794,328	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,705,672	\$1,794,328	\$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 (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) Presented alternatives to City Council.

Future Activities:

- (1) Continue Environmental Studies.
- (2) Continue Traffic Studies.
- (3) Finalize and submit Purpose & Need Statement to Caltrans.
- (4) Continue to update the Alternatives Analyss Matrix.
- (5) Draft Amendment to Funding Agreement for additional time needed to develop and analyze additional alternatives to minimize right-of-way impacts and engage in additional public outreach.

Issues:

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

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,554,452	44%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$69,175	23%	\$300,000	8%
Total	\$3,850,000	100%	\$1,623,627	42%	\$3,850,000	100%

Issues:

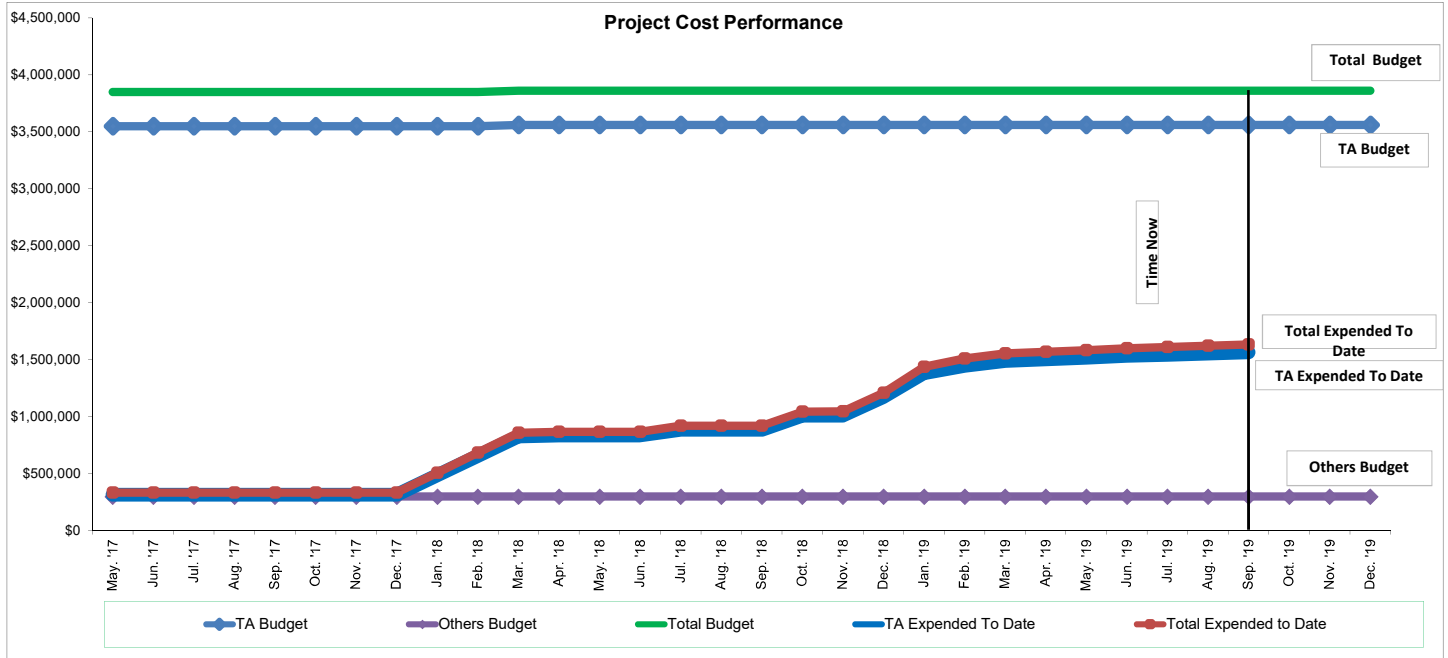
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,554,452	\$1,995,548	\$3,550,000	\$0
Others	\$300,000	\$69,175	\$230,825	\$300,000	\$0
Total Project	\$3,850,000	\$1,623,627	\$2,226,373	\$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) Continued project closeout.
- (2) City awarded and onboarded consultant team to perform highway planting design.
- (3) Conducted kick-off meeting with City, Caltrans and consultant team.

Future Activities:

- (1) Complete project closeout.
- (2) Begin highway planting design.

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%

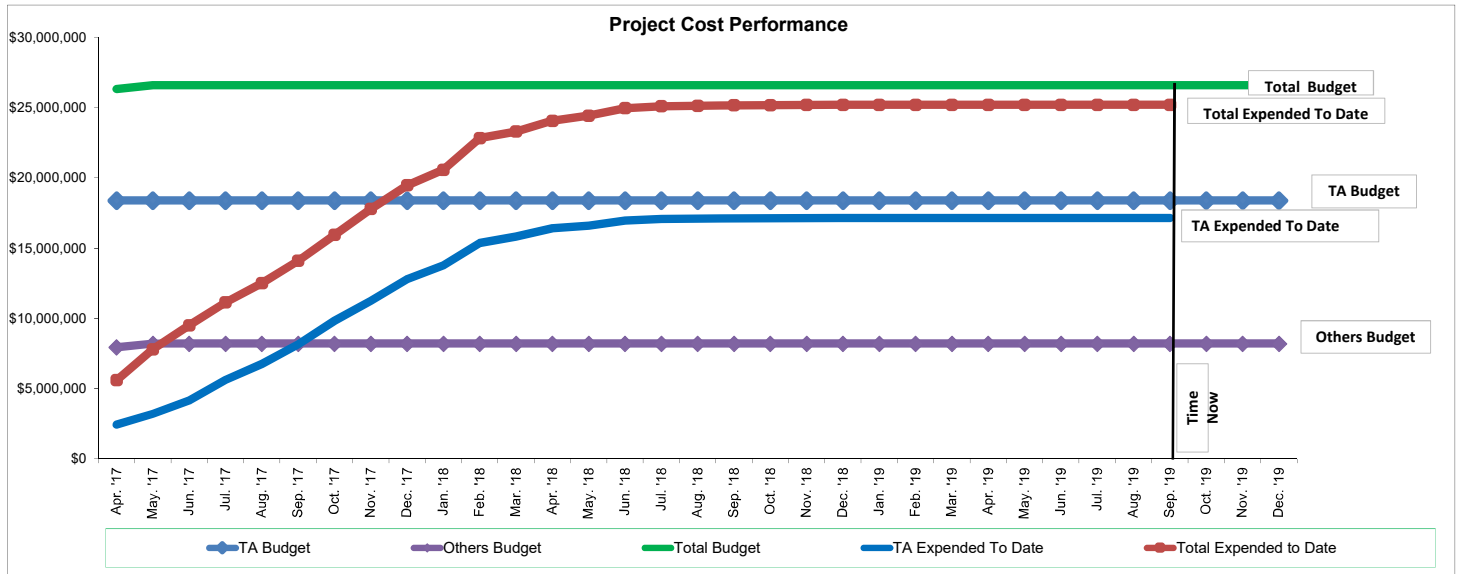
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design.

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 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) Obtained Caltrans approval on 100% PS&E package.
- (2) Prepared to obtain TA Board approval for construction fund allocation.
- (3) Drafted Funding Agreement for construction phase.
- (4) Began coordination with PG&E for undergrounding of overhead electric and communication lines.
- (5) Completed project closeout.

Future Activities:

- (1) Seek TA Board authorization for construction fund allocation.
- (2) Finalize and execute Funding Agreement for construction phase.
- (3) Prepare to advertise contract.
- (4) Seek City Council approval to execute agreement with PG&E for undergrounding of overhead electric and communication lines.

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:

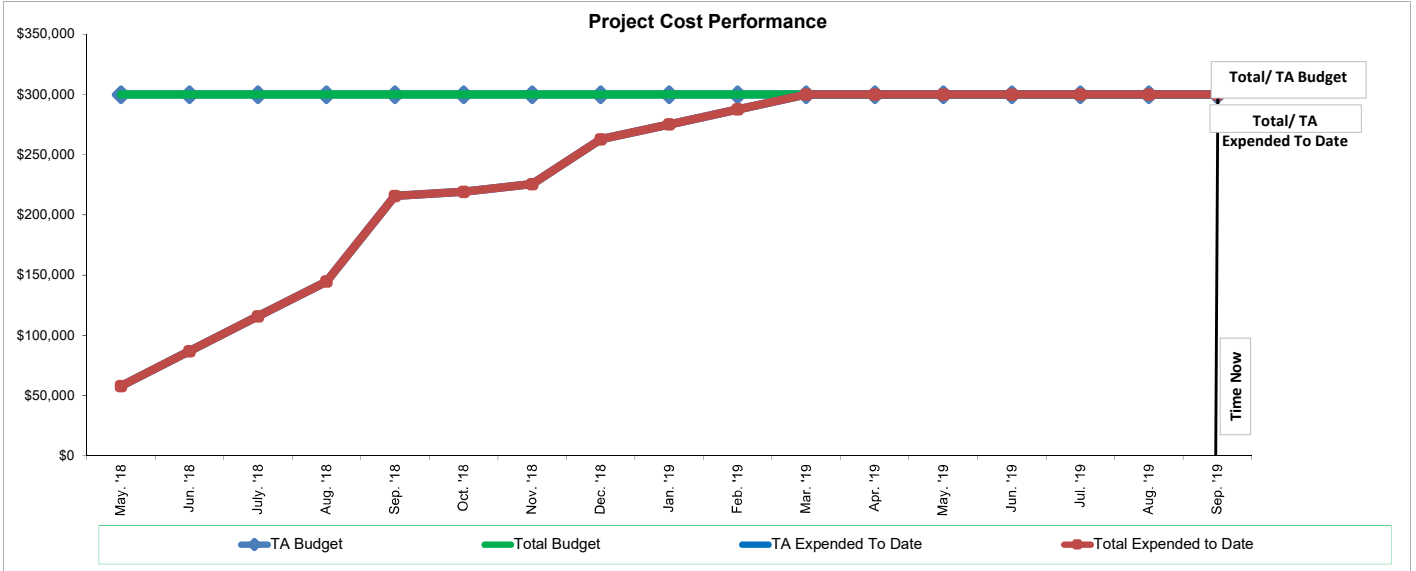
TA and City of Half Moon Bay to seek TA Board authorization for construction fund allocation. Funding table will be updated once TA Board authorization is granted.

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:

TA and City of Half Moon Bay will submit an allocation request to TA Board in October for \$3.2 M of previously programmed Measure A Funds for construction phase. Budget table will be updated once TA Board authorization is granted.

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) Continued 35% PS&E design.
- (2) Continued geotechnical investigation.

Future Activities:

- (1) Submit 35% PS&E design to Caltrans.
- (2) Complete geotechnical investigation.
- (3) Begin right-of-way and utilities investigations.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$36,974	12%	\$300,000	35%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$59,483	11%	\$556,185	65%
Total	\$856,185	100%	\$96,457	11%	\$856,185	100%

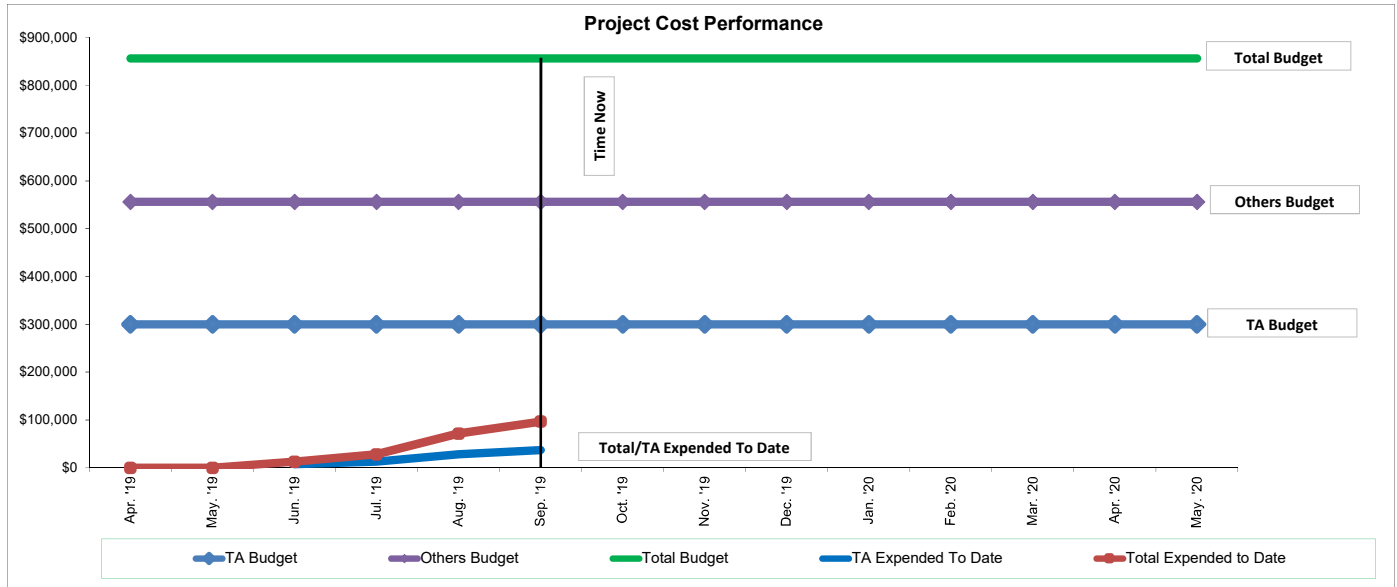
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$300,000	\$36,974	\$263,026	\$300,000	\$0
Others	\$556,185	\$59,483	\$496,702	\$556,185	\$0
Total Project	\$856,185	\$96,457	\$759,728	\$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.

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	12/31/19


Progress This Quarter:

- (1) Completed analysing advanced traffic data.
- (2) Submitted Final PSR-PDS to Caltrans.
- (3) Caltrans, SFCTA, TA and C/CAG collectively agreed to proceed to environmental phase and split the project by County: the San Francisco County and San Mateo County.
- (4) SFCTA submitted an extension request for the Funding Agreement to include additional time to circulate and obtain approval for final PSR-PDS.

Future Activities:

- (1) Obtain Caltrans' approval on Final PSR-PDS.
- (2) Execute amendment to Funding Agreement between SFCTA and SMCTA.
- (3) Begin project closeout.
- (4) Prepare agreements with Caltrans and C/CAG for PAED phase.
- (5) Seek TA Board authorization for PAED funds allocation.

Issues: The project team determined that performing advanced traffic data collection will optimize the PAED schedule. The project scope of work was amended to include advanced traffic data collection. Schedule has been extended to include additional time to circulate and obtain approval for final PSR-PDS.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,000,000	57%	\$552,700	55%	\$1,000,000	57%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	43%	\$494,117	66%	\$750,000	43%
Total	\$1,750,000	100%	\$1,046,817	60%	\$1,750,000	100%

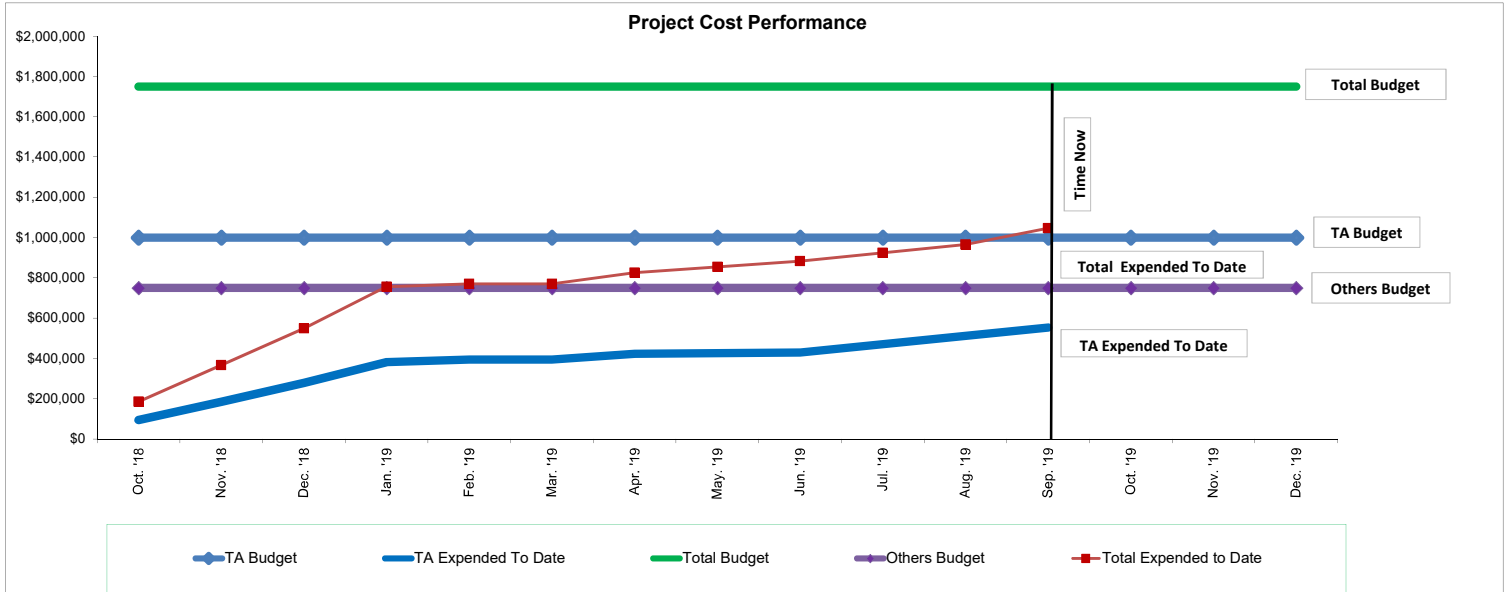
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,000,000	\$552,700	\$447,300	\$1,000,000	\$0
Others	\$750,000	\$494,117	\$255,883	\$750,000	\$0
Total Project	\$1,750,000	\$1,046,817	\$703,183	\$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 in development of the Final 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 on Draft PSR-PDS.
- (2) Finalized and submitted Draft Final PSR-PDS to Caltrans and project stakeholders.
- (3) Began to address Caltrans comments on Draft Final PSR-PDS.
- (4) Conducted risk register meeting.

Future Activities:

- (1) Submit Final PSR-PDS to Caltrans and obtain Caltrans' approval.
- (2) Seek TA Board authorization to become project sponsor.

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%	\$453,707	85%	\$531,900	88%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$70,000	10%	\$25,944	37%	\$70,000	12%
Total	\$700,000	100%	\$479,650	122%	\$601,900	100%

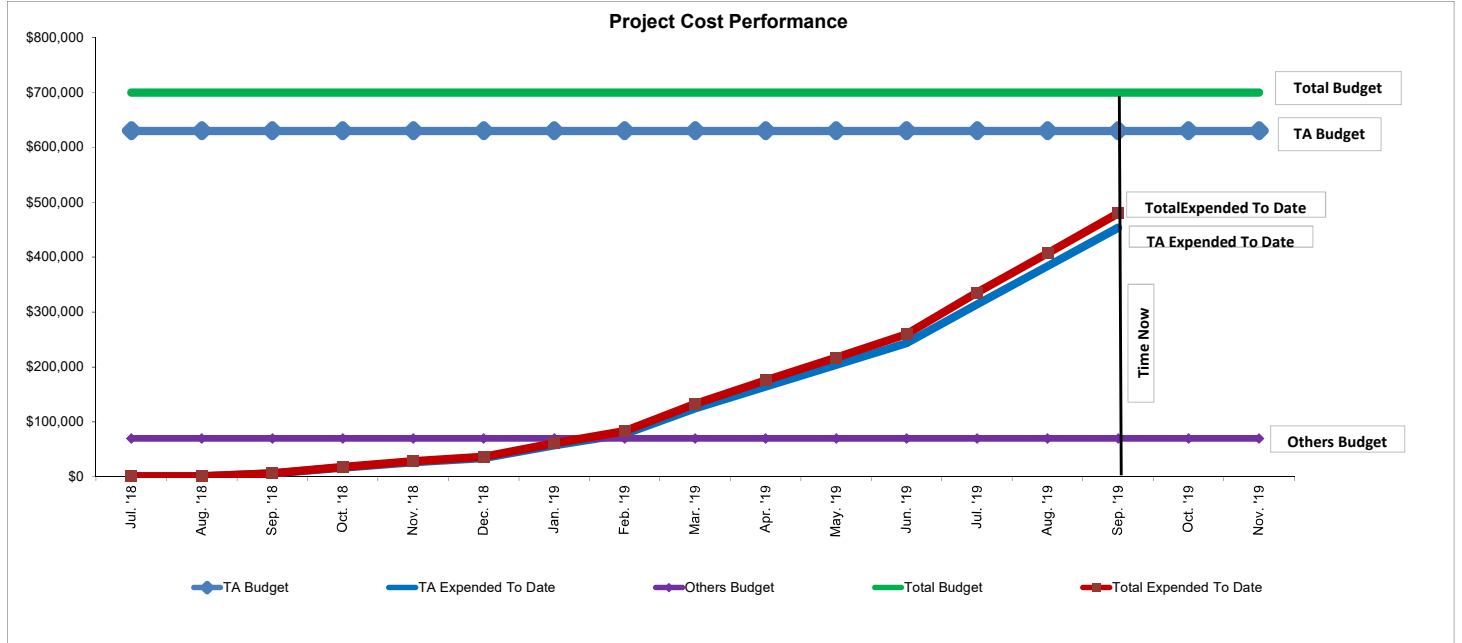
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$630,000	\$453,707	\$78,193	\$531,900	\$98,100
Others	\$70,000	\$25,944	\$33,156	\$59,100	\$10,900
Total Project	\$700,000	\$479,650	\$111,350	\$591,000	\$109,000

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 second Geometrics Focus meeting with Caltrans.
- (2) Continued to refine 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) Refined geometric layout and alternatives.
- (7) Continued to develop engineering analyses.
- (8) Conducted Alternative Review Workshop with project sponsors.

Future Activities:

- (1) Submit Draft PSR-PDS to Caltrans and project stakeholders.
- (2) Address comments on Draft PSR-PDS.
- (3) Seek TA Board authorization to become project sponsor.

Issues: The project team, including TA and C/CAG, has been evaluating the schedule impact due to focusing resources on the PSR-PDS delivery for the U.S. 101/ SR 92 Interchange Area Improvements Project to meet a funding allocation requirement. Schedule will be updated once the analysis is completed.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$349,632	16%	\$2,157,500	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$2,720	12%	\$22,500	1%
Total	\$2,230,000	100%	\$352,353	16%	\$2,180,000	100%

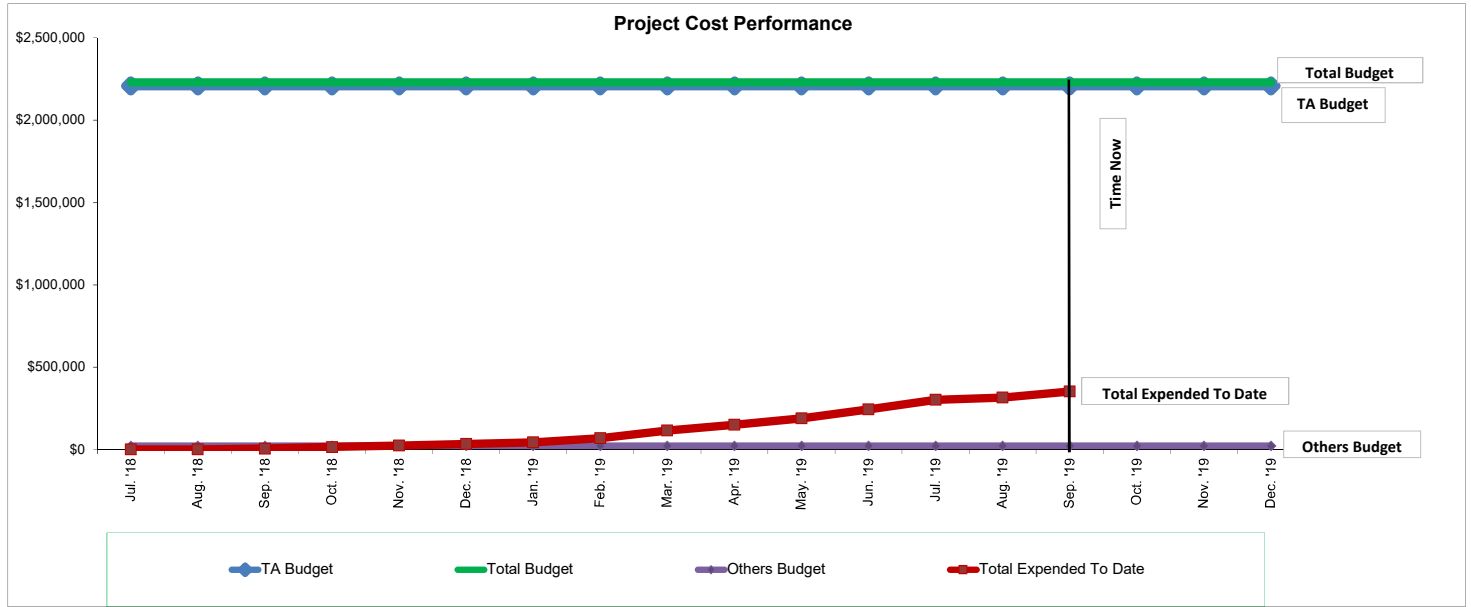
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$349,632	\$1,807,868	\$2,157,500	\$49,500
Others	\$23,000	\$2,720	\$19,780	\$22,500	\$500
Total Project	\$2,230,000	\$352,353	\$1,827,647	\$2,180,000	\$50,000

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 completed.

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) Completed project closeout.

Future Activities:

(1) City to seek funding for subsequent phase of work. This is the final report.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$645,000	90%	\$470,907	100%	\$470,907	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$70,000	10%	\$52,969	100%	\$52,969	10%
Total	\$715,000	100%	\$523,876	100%	\$523,876	100%

Issues:

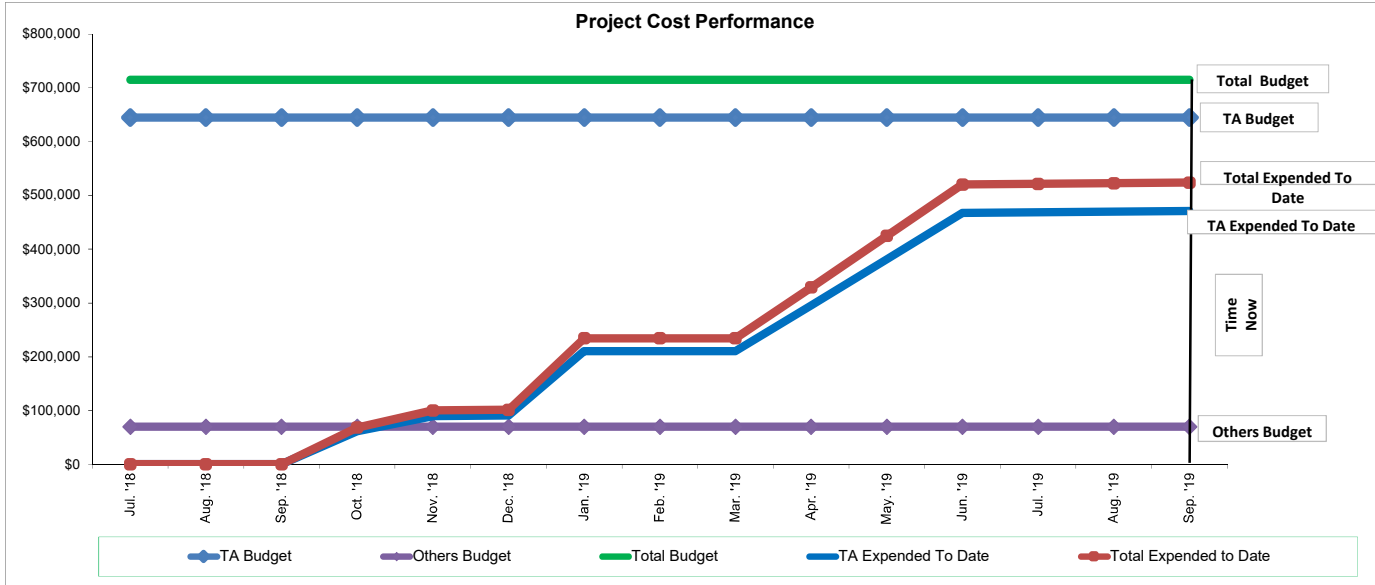
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$645,000	\$470,907	\$0	\$470,907	\$174,093
Others	\$70,000	\$52,969	\$0	\$52,969	\$17,031
Total Project	\$715,000	\$523,876	\$0	\$523,876	\$191,124

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 in preparation of the final report.

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) Completed City's review of the draft report.
- (2) Began preparation of the final design report and cost estimates.

Future Activities:

- (1) Complete City's review of the final design report and cost estimates.
- (2) Present report to City Council.
- (3) Closeout project.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$180,000	90%	\$51,710	29%	\$180,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$20,000	10%	\$5,033	25%	\$20,000	10%
Total	\$200,000	100%	\$56,743	28%	\$200,000	100%

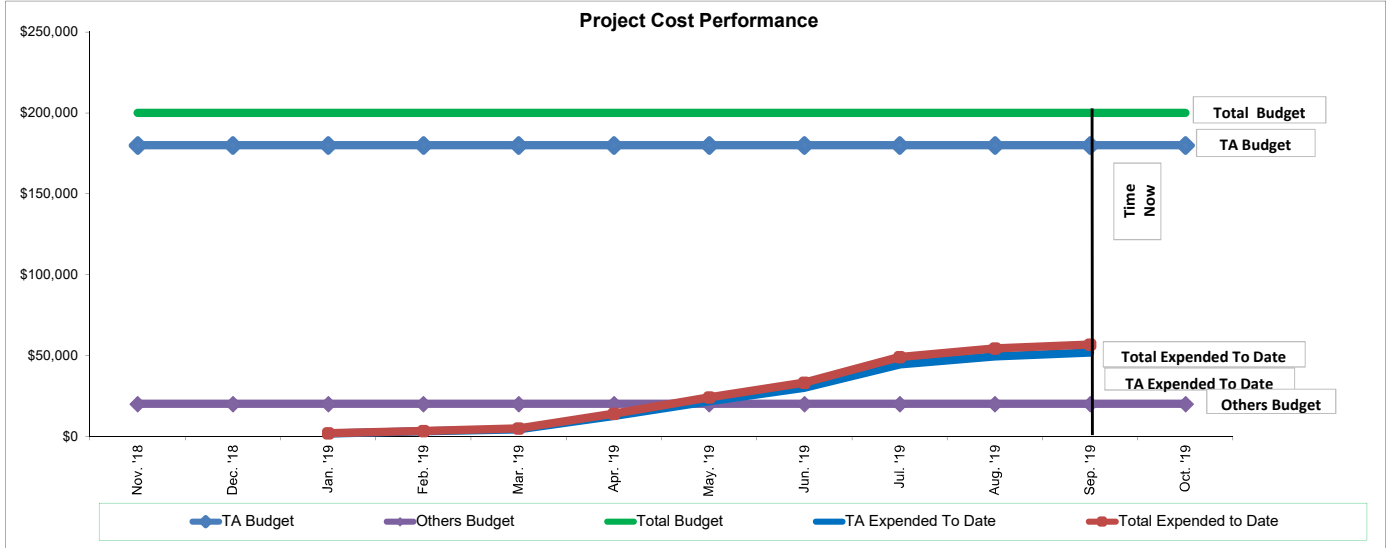
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$180,000	\$51,710	\$128,290	\$180,000	\$0
Others	\$20,000	\$5,033	\$14,967	\$20,000	\$0
Total Project	\$200,000	\$56,743	\$143,257	\$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 \$48,570,384	Remaining \$25,429,616
<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</p> <p>Status: Construction of the mechanically stabilized earth (MSE) wall, north of 25th was completed. Construction continued on the MSE wall between 25th and 28th Avenues. Construction of the MSE wall north of the pedestrian underpass continued. Construction on the center bents (substructure units to support bridge at intermediate intervals) was completed. Construction of ramp walls at 28th Avenue completed. Construction of retaining walls for sidewalk at 31st, west side began. Began installation of superstructure (portion of the structure that is the span and directly receives live load) at 25th and 28th Avenue bridges. Continued the relocation of AT&T utilities at 31st. Final cutover of the PG&E gas line was completed. 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	Expended	Remaining
<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: Conducted San Bruno community meeting. Conducted and reviewed draft traffic analysis for community meeting. Prepared, reviewed and finalized presentation for community meeting. Prepared, reviewed and approved community meeting summary report. Conducted monthly Project Development Team (PDT) meetings. Requested and granted time-extension from SMCTA to cover the revised Project timeline, through April 2021.</p>	\$650,000	\$317,957	\$332,043
<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 and will no longer be reported on for Planning phase. Subsequently, the City of Menlo Park anticipates requesting additional funds for future phases.</p>	\$750,000	\$750,000	\$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: Data collection completed, including site tour. Significant progress made on the review of previous planning documents and development plans. Reviewed 2009 Footprint Study alternatives and narrowed down those to be forwarded for further evaluation. Footprint memo drafted.</p>	<p>SMCTA Budget \$750,000</p> <p>Expended \$71,618</p> <p>Remaining \$678,382</p>
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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: Project team initiated community outreach and began terminal configuration assessment. Continued existing conditions analysis and route prioritization.</p>	<p>SMCTA Budget \$450,000</p>	<p>Expended \$112,437</p>	<p>Remaining \$337,563</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	Contractor initiated project layout, pavement widening, installation of accessibility ramps and electrical improvements began. PG&E gas main replacement completed and pavement restoration was underway.	Mar-18	\$733,000	\$76,667	\$656,333
Belmont	Belmont Ped/Bike Improvements Project - Ralston Ave. Corridor	Environmental, final design and construction	Construction was nearing completion along Ralston Avenue. Sixth Avenue construction phase was completed.	Mar 2016	\$882,036	\$505,178	\$376,858
Burlingame	California Drive/Bellevue Avenue Bike-Pedestrian Roundabout	Preliminary design/environmental, final design, right-of-way, construction	Project was completed April 2019. Project close-out and final invoicing was ongoing.	Apr 2014	\$1,000,000	\$1,000,000	\$0
Daly City	Enhanced Pedestrian and Bicycle Visibility Project	Final design and construction	Construction completed April 2019. Project close-out and final invoicing was ongoing.	Mar 2016	\$337,500	\$312,500	\$25,000
Daly City	John Daly Boulevard Streetscape Improvements	Construction	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 nearing completion. TDA Article 3 grant application for additional funding was submitted in July 2019 and City staff gave a presentation to C/CAG B/PAC in September 2019. Additional grant funds needed to additional pedestrian safety elements that were identified during design process. Coordination with PG&E began for additional pedestrian scale street lights.	Mar 2018	\$810,000	\$43,686	\$766,314
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Design phase began and project survey completed. Encroachment permit obtained from Caltrans for geotechnical investigation.	Mar 2018	\$315,000	\$18,000	\$297,000
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	California Transportation Commission (CTC) approved requested funds on August 15, 2019 to address budget shortfall. Final design was nearing completion. City staff continued coordination improvements with developer.	Apr 2014	\$170,000	\$29,278	\$140,722
Menlo Park	Middle Avenue Pedestrian and Bicycle Crossing	Preliminary engineering/environmental	Project team progressed on environmental clearance documentation and 30% design plans, including utility research and design. Project preferred alternative was presented to Complete Streets Commission on July 10, 2019. Community feedback was compiled and presented to City Council on August 27, 2019.	Mar 2016	\$490,000	\$249,164	\$240,836
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Contractor began Phase II of ground anchors to stabilize retaining wall. Investigation continued to determine next steps of anchor installation, due to rock like material was found.	Mar 2016	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Two improvement design concepts were presented to the City Transportation Advisory Committee. A preferred alternative selected, which entails installation of full traffic signal. A topographic survey was completed. Final design was nearing 65% completion. A notice of Exemption was filed at County Clerk's Office.	Mar 2018	\$375,000	\$17,720	\$357,280
Redwood City	Kennedy Safe Routes to School Project	Construction	Contractor completed punch list items. City was preparing to accept project.	Mar 2016	\$500,000	\$256,347	\$243,654
San Bruno	El Camino Real/Angus Ave Intersection Improvements	Final design and construction	The Notice to Proceed for construction was issued on July 29, 2019. Construction was underway.	Apr 2014	\$300,000	\$186,365	\$113,635
San Bruno	Transit Corridor Pedestrian Connection Project	Design and construction	Construction was nearing completion.	Jul 2011	\$350,000	\$345,000	\$5,000
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	On September 9, 2019, City Council awarded a construction contract to J.J.R. Construction. Contractor began utility marking, layout, and preliminary work such as tree removal.	Mar 2018	\$1,000,000	\$0	\$1,000,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project was advertised for construction on August 14, 2019. Construction of project subject to delay a year, due to conflicts with Express Lane Project.	Mar-16	\$1,000,000	\$0	\$1,000,000
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction bid advertised on September 15, 2019.	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 contract was awarded to Golden Bay Construction and contractor agreement was executed.	Mar 2016	\$504,000	\$157,104	\$346,896



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.

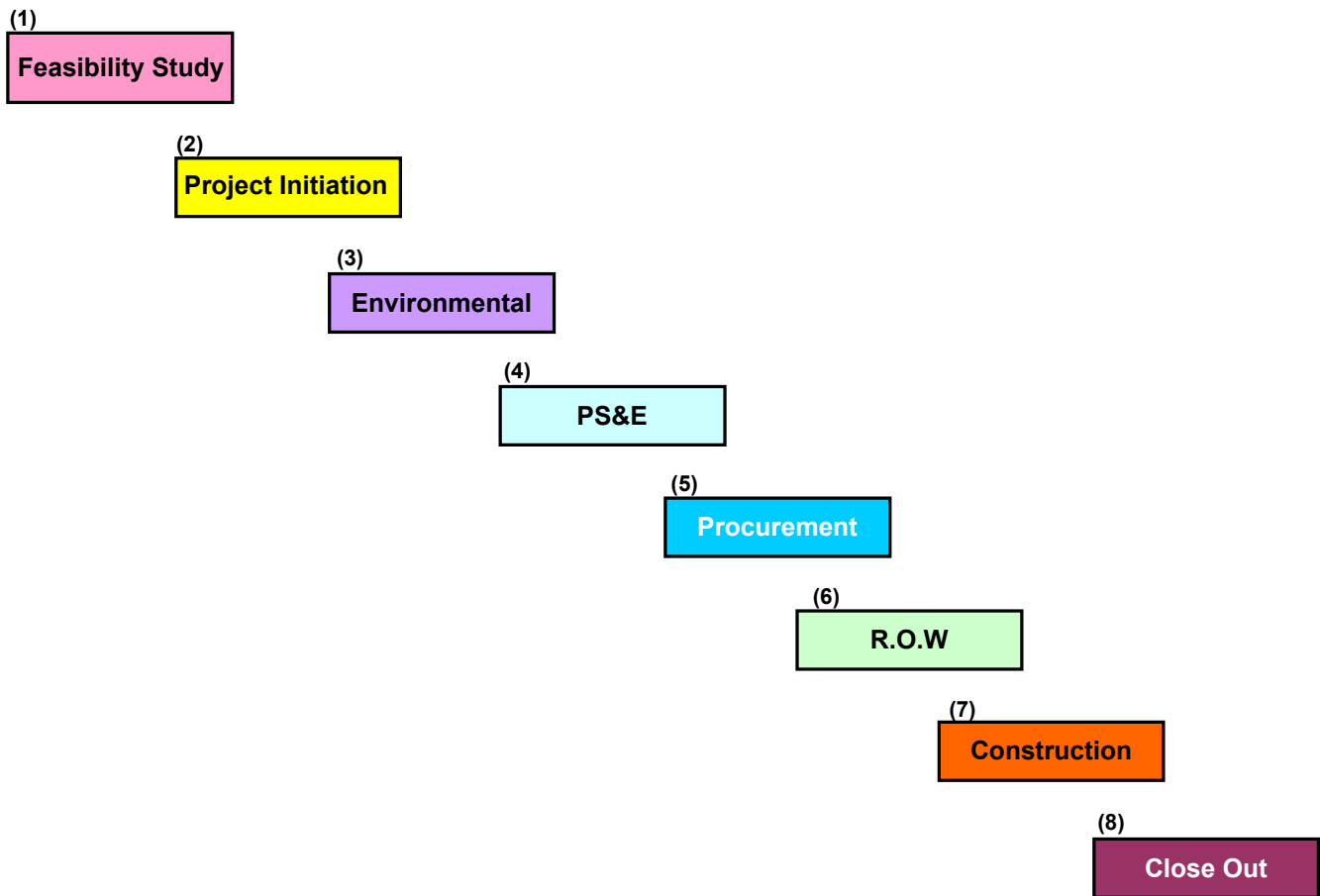
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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>