

Capital Projects

Quarterly Status Report

Second Quarter FY2021: October 01-December 31, 2021

Report prepared for the March 04, 2021 TA Board Meeting





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00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
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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 was the implementation agency for the construction phase, and was 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 is part of a subsequent contract following completion of the roadway construction contract.

Project Status

Summary:

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 submitted 95% highway planting design to Caltrans.

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	10/03/20*

Progress

(1) Continued addressing Caltrans' comments on right-of-way record maps.

This Quarter:

- (2) Began coordination with US 101 Express Lanes Project.
- (3) Submitted 95% landscaping design submittal.
- (4) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame.
- (5) Continued coordination with City on Section 83 Quitclaim deed package for right-of-way transfers.

Future

Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps.
- (2) Respond to 95% submittal comments.
- (3) City to obtain approval on Section 83 Quitclaim deed package.
- (4) City to execute Maintenance Agreement with Caltrans.

Issues:

*The US 101 Express Lanes Project is utilizing the project area for staging until Summer 2022. Based on discussion with Caltrans, the construction of the highway planting will tentatively begin after Express Lanes Project is completed. There are on-going maintenance responsibilities discussions for highway planting. TA is evaluating schedule impact based on Express Lanes Project schedule and required permit requirements. Schedule will be updated once concurrences from Caltrans and City are received.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,318,546	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%	\$90,959,261	97%	\$93,738,000	100%

Issues:

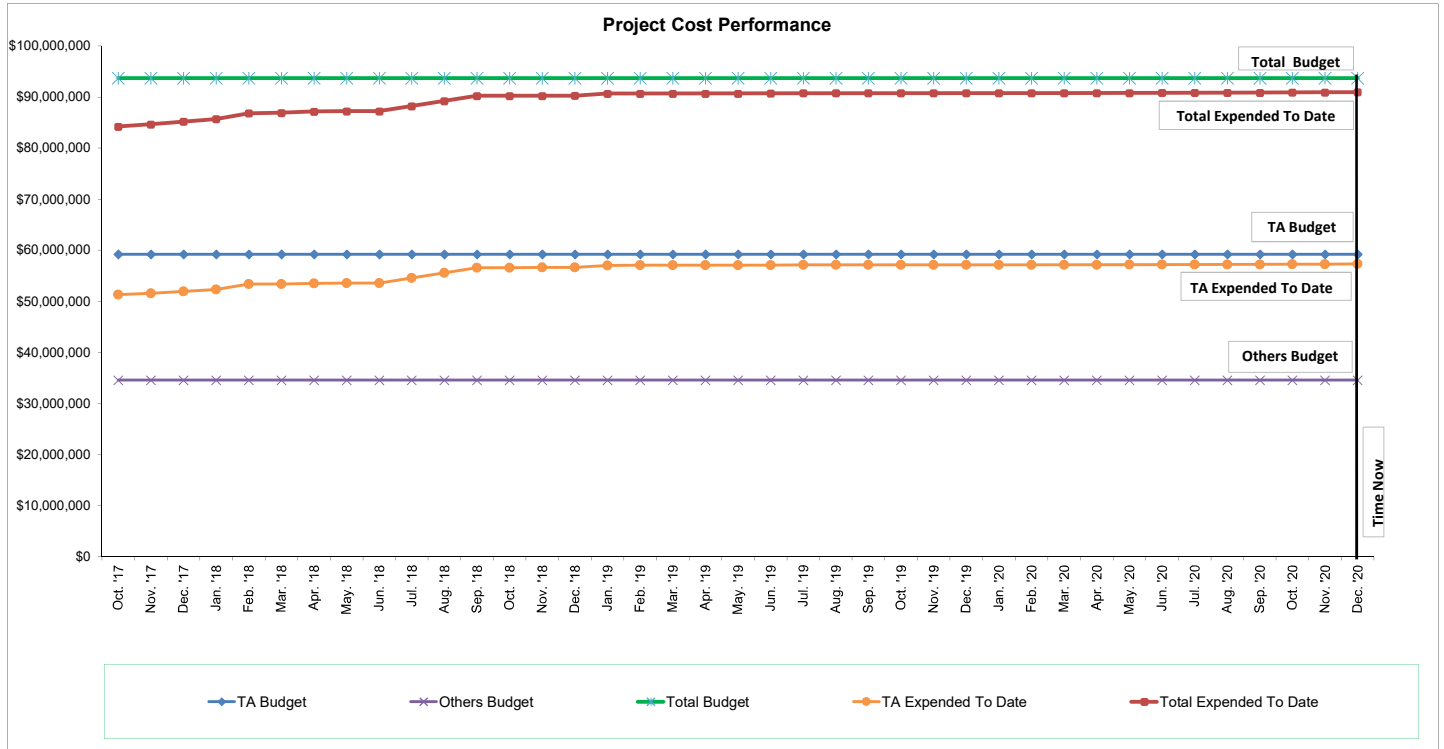
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,318,546	\$1,868,454	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,959,261	\$2,778,739	\$93,738,000	\$0

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



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

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency
Sponsor: City of Menlo Park

Scope:



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

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 has revised the concept highway planting design to accommodate excess excavated soil from the San Mateo Express Lanes Project. Caltrans completed reviewing claims and discussions with contractors, TA and City.

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) TA and Caltrans submitted second \$4M STIP funds reimbursement request to CTC.
- (2) Continued to closeout construction phase with Caltrans and City.
- (3) Caltrans initiated the amendment to Coop. Agreement with City and TA to reflect funding situation.
- (4) City continued coordination with the San Mateo Express Lanes Project.
- (5) City continued to discuss design, construction, and maintenance responsibilities/ agreement with City of East Palo Alto (EPA) and Caltrans.
- (6) City received initial response that Urban Greening grant application has made it to the second phase.
- (7) City prepared for and conducted the virtual field meeting for Urban Greening Grant with EPA, TA, and Caltrans.
- (8) City prepared visual simulation for a basic Caltrans landscaping design.

Future

Activities:

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and EPA.
- (2) Caltrans to settle claims with contractors.
- (3) Caltrans, City and TA to execute the amendment to Coop. Agreement.
- (4) City to receive response from Urban Greening Grant application, identify potential alternate funding sources and make necessary design adjustments.
- (5) City to update the community and the City Council project status and progress.

Issues:

Schedule for highway planting final design will be provided once the City obtain the approval to proceed from City Council and Caltrans. Caltrans completed reviewing claims and discussion with contractors. City, Caltrans and TA analyzed the funding situation and agreed to reallocate unused Right-of-way capital budget and a portion of set-aside landscaping funds to cover the additional funds needed for claims.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$56,400,000	84%	\$52,880,444	94%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$9,612,800	92%	\$10,400,000	16%
Total	\$66,800,000	100%	\$62,493,244	94%	\$66,800,000	100%

Issues:

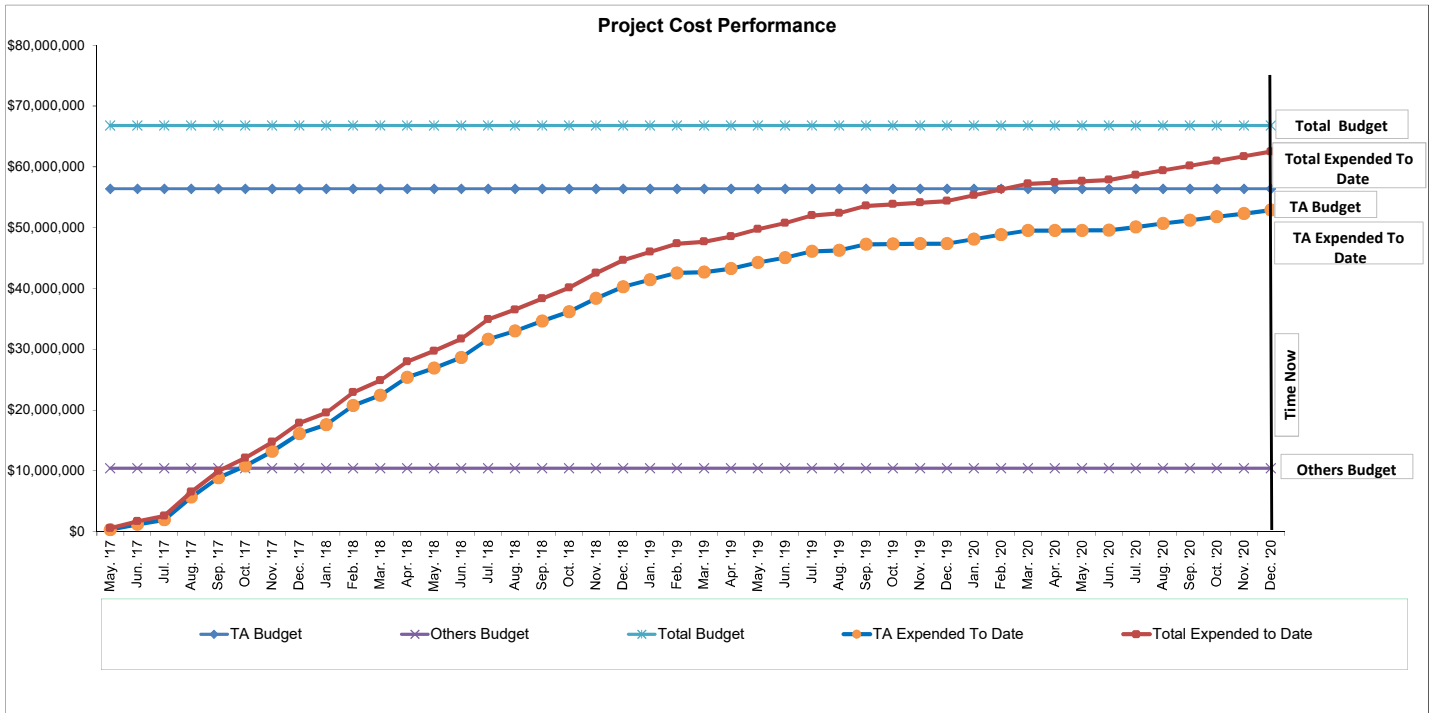
TA advanced \$10.4 M Measure A funds for construction support to be reimbursed by Caltrans. TA has submitted the second STIP funds reimbursement request (\$4M) to CTC. The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table. City, Caltrans and TA analyzed the funding situation and agreed to reallocate unused Right-of-way capital budget and a portion of set-aside landscaping funds to cover the additional funds needed for claims. Funding table remain unchanged.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$52,880,444	\$3,519,556	\$56,400,000	\$0
State	\$10,400,000	\$9,612,800	\$787,200	\$10,400,000	\$0
Total Project	\$66,800,000	\$62,493,244	\$4,306,756	\$66,800,000	\$0

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



* Cost incurred from the beginning of current construction phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and 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 completed responding to comments and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The draft right-of-way appraisal preparation will continue to December 2021. The City is working to develop a full funding plan for the right-of-way capital and construction phases.

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 Suppor	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/20*

Progress This Quarter:

- (1) City submitted base mapping to Caltrans for review.
- (2) City completed hazardous materials field and lab work.
- (3) City reviewed and coordinated with Silicon Valley Bicycle Coalition on at-grade design comments.
- (4) City continued to coordinate with UPRR.
- (5) City began draft appraisal maps, plats/ descriptions, and appraisals.
- (6) City submitted shelving plan and Funding Agreement extension request to TA.
- (7) City and TA initiated amendment to Funding Agreement.

Future Activities:

- (1) City to obtain approval on base mapping.
- (2) City to continue draft appraisal maps, plats/ descriptions, and appraisals.
- (3) City and TA to execute amendment to Funding Agreement.
- (4) City to look for grants opportunities for construction and right-of-way capital phases.

Issues:

*In consultation with Caltrans and TA, the City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. Design activities will be paused and draft right-of-way appraisal preparation will continue. The schedule will be updated once the amendment to Funding Agreement is executed.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$6,724,449	83%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,333,879	63%	\$2,110,000	21%
Total	\$10,250,000	100%	\$8,058,328	79%	\$10,250,000	100%

Issues:

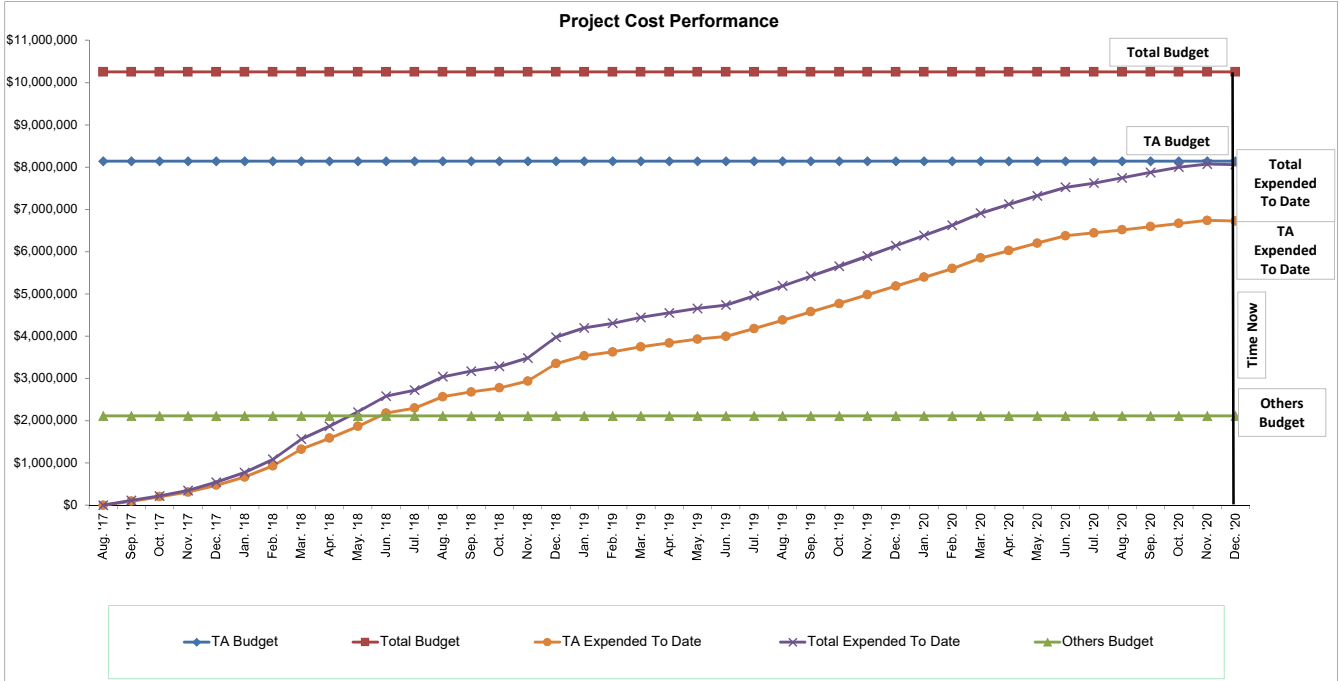
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,724,449	\$1,415,551	\$8,140,000	\$0
City	\$2,110,000	\$1,333,879	\$776,121	\$2,110,000	\$0
Total Project	\$10,250,000	\$8,058,328	\$2,191,672	\$10,250,000	\$0

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



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

Issues: None

000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

TA Role: Funding Agency and technical support during construction

Sponsor: City of Pacifica

Scope:



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

Project Status Summary:

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. The 2019 and 2020 Annual Monitoring Reports show that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

Issues:

None

Schedule:



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

(1) Continued Phase II biological monitoring.

This Quarter:

(2) City submitted final report to Caltrans.

Future Activities:

(1) City to address Caltrans comments on final report.

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,725,625	99.9%	\$7,735,075	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%	\$15,422,823	99.9%	\$15,432,273	100%

Issues:

None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,725,625	\$9,450	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,422,823	\$9,450	\$15,432,273	\$2,412,108

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



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:

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



Project Status Summary:

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

- (1) Continue to review and issue change orders for both south and north contracts
- (2) Caltrans formally accepts civil construction contract relieving the contract of maintenance responsibilities
- (3) Draft and negotiate Operations and Maintenance Agreements.
- (4) Continue outside widening between the interchanges to accommodate new lanes
- (5) Staging for Toll System field installation.

This Quarter:

- (6) Installing storm water drainage systems, overhead signs, guardrail, and temporary concrete barriers
- (7) Grading; paving; roadway excavation; erosion control work; storm water drainage system maintenance; restriping; and other related construction activities.

Future Activities:

- (1) Pile driving on Northbound U.S. 101, adjacent to the on-ramp for the construction of a concrete barrier
- (2) Installation of sign truss for median toll system sign southern segment
- (3) Install of medina light standards southern segment
- (4) Continue Draft and negotiate Operations and Maintenance Agreements.
- (5) Prepare for traffic shift to allow the construction work zone to move from the outside shoulder to the center median
- (6) Mobilize the contract to begin civil work at the northern end of the project (Block 4)
- (7) Provided enhanced pavement delineation on the freeway to improve safety

Issues:

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Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$27,688,050	91%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$12,776,667	13%	\$95,000,000	16%
Loan/Future Toll	\$86,470,000	15%	\$64,311,475	74%	\$86,470,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$172,709,798	56%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$12,073,790	23%	\$53,000,000	9%
Total	\$581,140,000	100%	\$299,059,779	51%	\$581,140,000	100%

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

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

Issues:

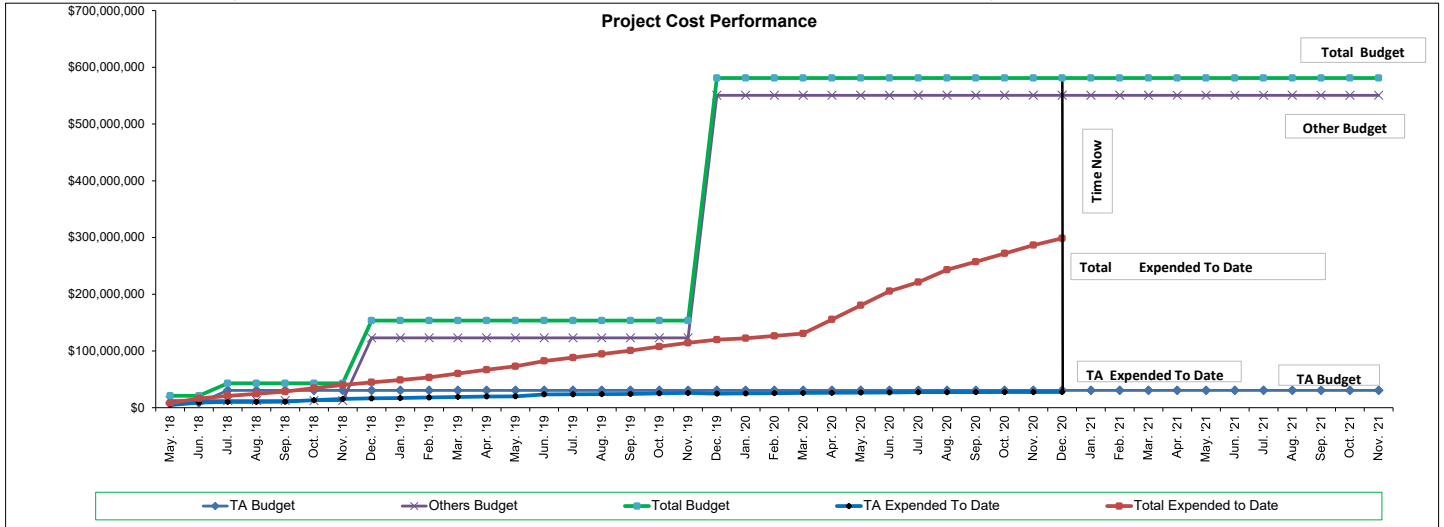
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$27,688,050	\$2,811,950	\$30,500,000	\$0
Others	\$550,640,000	\$271,371,729	\$279,268,271	\$550,640,000	\$0
Total Project	\$581,140,000	\$299,059,779	\$282,080,221	\$581,140,000	\$0

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



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

Issues:

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

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

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

Scope:



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

Project Status

Summary:

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

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	4/30/2020*	09/27/17	11/30/19*

Progress

- (1) Continued coordination with County and Caltrans for the Planning Commission Meeting.
- (2) County continued to pursue funding sources for construction phase.

This Quarter:

Future

Activities:

- (1) Conduct hazardous materials field work.
- (2) Continue coordination with County and Caltrans to schedule and attend the Planning Commission Meeting.
- (3) County to continue pursue funding sources for construction phase.
- (4) Submit required project information to Caltrans to keep the project active.

Issues:

*The project is on hold. Schedule will be updated once County of San Mateo has staff available to prepare and attend the Planning Commission Meeting. The Planning Commission Meeting date is to be determined. Hazardous materials field work is postponed and shall begin when the project resume.

Funding:



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

Issues:

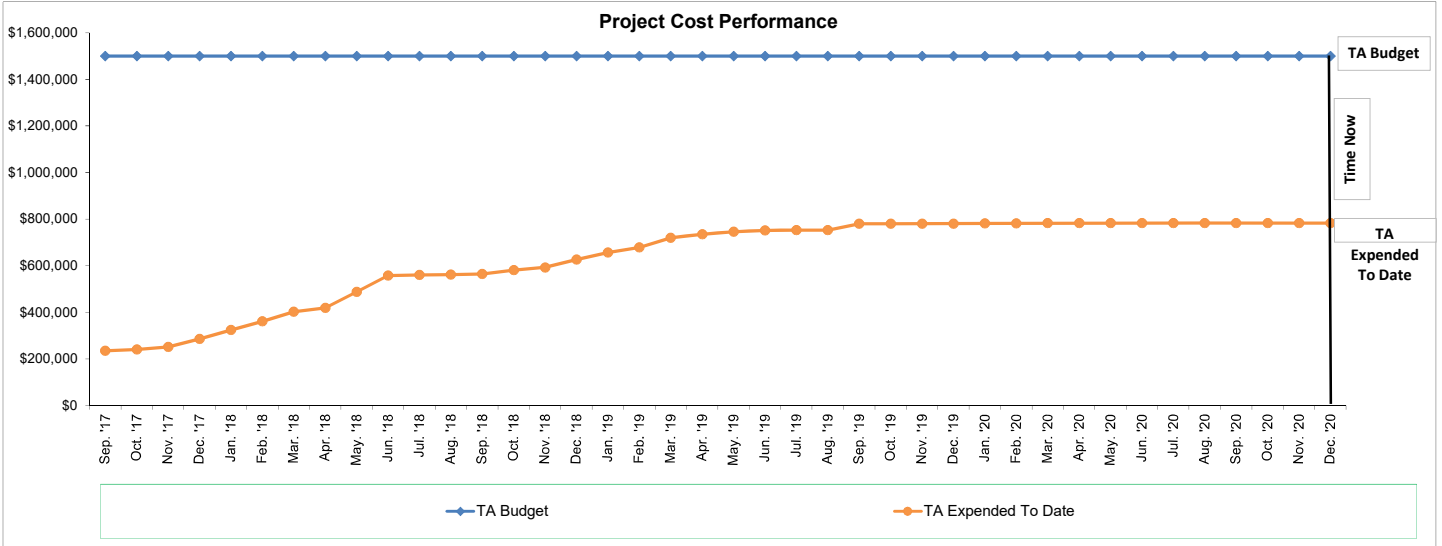
None

Budget:



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

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



* Cost incurred from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

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



Project Status Summary: The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project 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 Pedestrian Overcrossing (POC) element of the Project. The City is updating the design based on value engineering and pursuing additional funding sources.

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	7/31/22*

Progress This Quarter: (1) City began to address Caltrans comments on the revised submittal. (2) City began discussion with Caltrans constructability of POC column in the median on US 101.

Future Activities: (1) City to submit 100% submittal. (2) City to obtain results from ATP grants release.

Issues: *The City has been updating the design and addressing Caltrans comments while pursuing additional funding sources. The project was not recommended for Local Partnership Program (LPP) grant. The City is waiting on the release of ATP grants recommendation in March 2021. Previously, the City intended to re-advertise the Project in May 2021. The City now anticipates to advertise and begin construction after the completion of the U.S. 101 Express Lanes Project. The work that was proposed to be shifted to the project will remain and be completed as part of the Express Lanes 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.

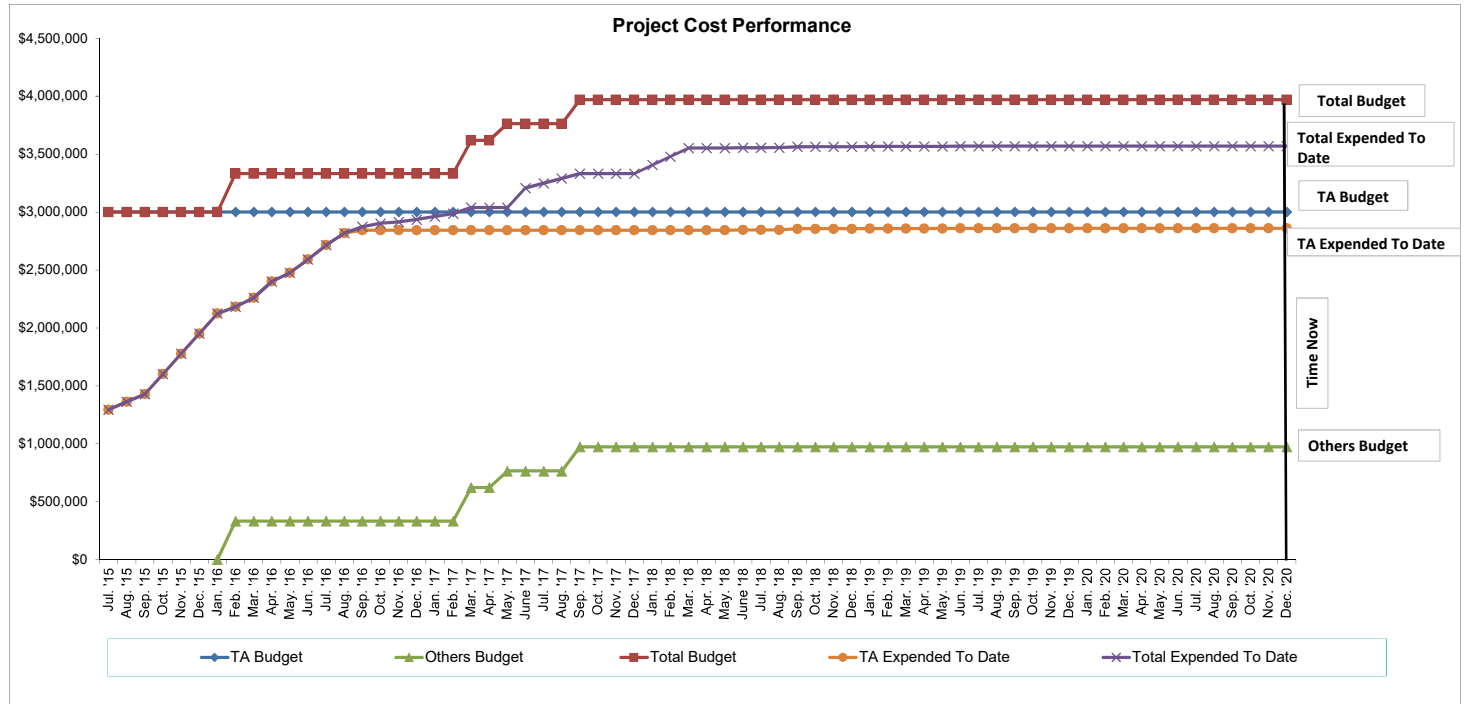
Budget:



(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&E 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: Funding Agency and Technical Support

Sponsor: City of San Mateo

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



Project Status Summary: 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. At the requests of the Cities of Burlingame and San Mateo, additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of City of San Mateo (City) 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. The environmental and technical studies will begin after City host several community meetings to provide updates to the community.

Issues: None

Schedule:

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



Progress This Quarter:

- (1) City has scheduled a property owners meeting and community meeting for January 2021 to provide update.
- (2) City and TA began to prepare for the meetings.
- (3) City and TA met with Caltrans to provide update.
- (4) City and TA continued to quantify the additional funding needed to complete this phase.
- (5) Developed updated project baseline schedule.

Future Activities:

- (1) Schedule Kick-off and Project Development Team meetings with Caltrans and City.
- (2) Begin coordination for Scoping Meeting.
- (3) Begin environmental and technical studies.

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$1,934,272	55%	\$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%	\$1,934,272	55%	\$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. Based on initial analysis, there is enough funding for TA staff to issue a Limited Notice to Proceed to consultant to continue work until November 2021. The City agreed to provide \$600,000 to continue consultant work while working to finalize the additional cost and resources needed. Funding will be updated after agreement is executed.

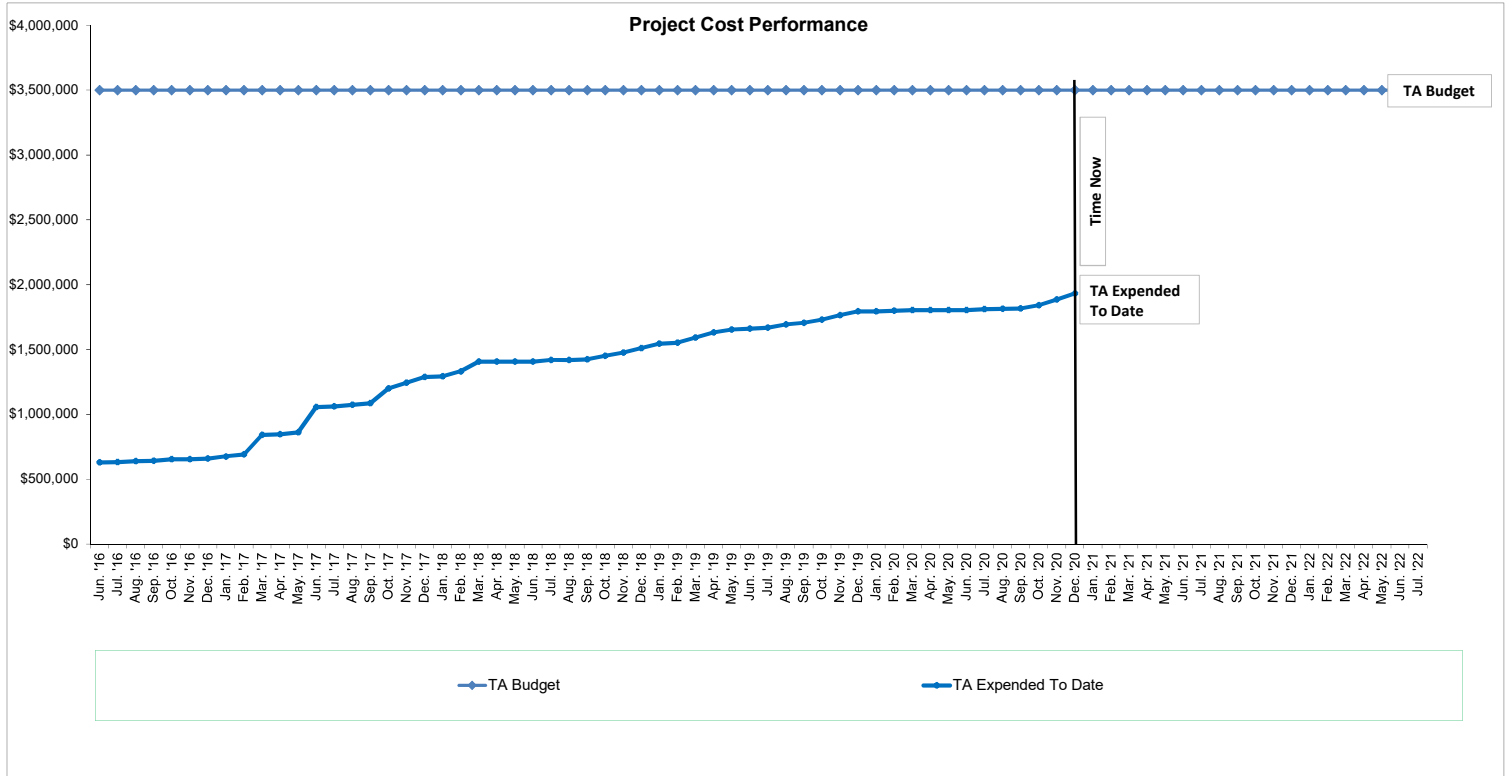
Budget:



(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$1,934,272	\$1,565,728	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$1,934,272	\$1,565,728	\$3,500,000	\$0

Note: Budget is for PID & PA&ED phases. Budget table will be updated after agreement is executed.



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

Issues: Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach.

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) was approved on August 31, 2015. During the Project Approval and Environmental Document (PA&ED) phase of the project, in addition to the PSR-PDS design alternatives, two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities begun in October 2018. The properties impacted by the design alternatives have been identified.

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	08/31/15
PA&ED	05/15/17	09/15/19	07/20/17	12/31/21	07/20/17	12/31/21

Progress

This Quarter:

- (1) Submitted traffic forecasting memo to Caltrans
- (2) Submitted Geometrical Approval Drawings to Caltrans
- (3) Updated project cost estimate.
- (4) Prepared the Right of Way maps

Future

Activities:

- (1) Update the Critical Path Method Design Schedule.
- (2) Update Project Geometry and nonstandard features
- (3) Update Draft Environmental Study Reports
- (4) Update and submit engineering reports to Caltrans

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$1,970,838	56%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$99,162	33%	\$300,000	8%
Total	\$3,850,000	100%	\$2,070,000	54%	\$3,850,000	100%

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

Issues:

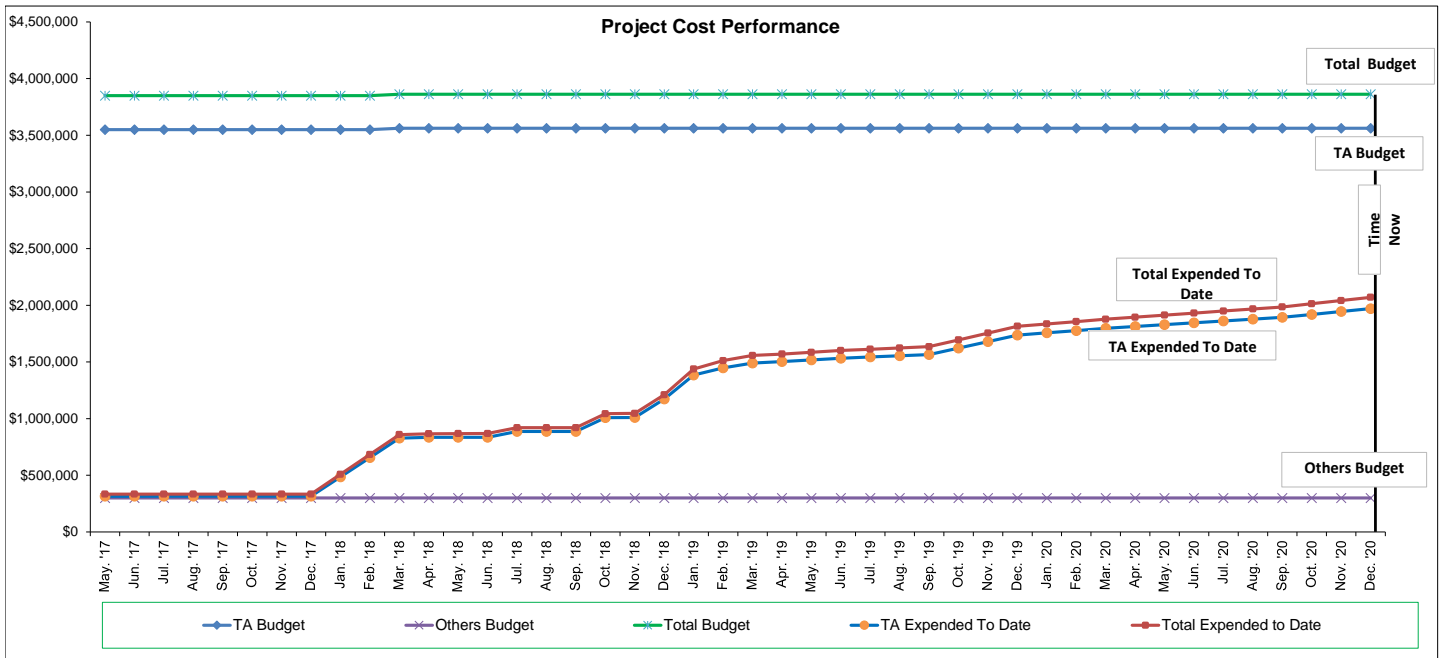
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$1,970,838	\$1,579,162	\$3,550,000	\$0
Others	\$300,000	\$99,162	\$200,838	\$300,000	\$0
Total Project	\$3,850,000	\$2,070,000	\$1,780,000	\$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	06/30/21

Progress This Quarter: (1) Executed landscaping cooperative agreement with Caltrans.
 (2) Analyzed results from public outreach survey and refined the conceptual design
 (3) Presented conceptual design to Sustainability and Infrastructure Commission and updated the design

Future Activities: (1) Revalidate environmental clearance for landscape work
 (2) Analyze results from public outreach survey and refine conceptual design
 (3) Finalize conceptual design and begin construction drawings
 (4) Request and review Maintenance Agreement
 (5) Coordinate funding with the TA

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%

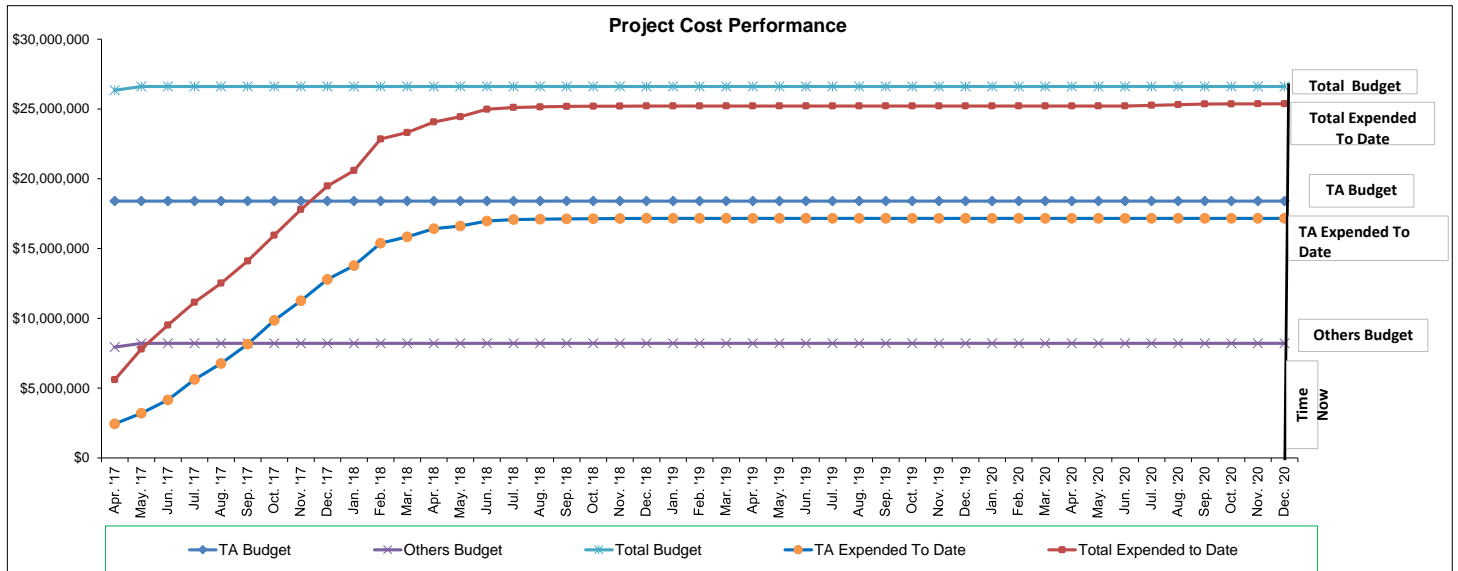
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

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 (Implementing Agency)

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: The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction completion is expected by the end of 2021.

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	09/15/20	12/31/21


Progress This Quarter:

- (1) Completed grading work, underground utilities, curb and gutter clearance for the roadway, storm drain inlets and outfalls
- (2) Completed part of the foundation for entry sign structure
- (3) Completed part of the signals and sign structures
- (4) Conducted a groundbreaking ceremony in October

Future Activities:

- (1) Complete the foundation work for various structures
- (2) Pave roadway to provide an exclusive northbound right-turn lane
- (3) Build entry sign structures and traffic signals

Issues: None.

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$987,973	25%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$484,500	44%	\$1,095,000	22%
Total	\$5,035,000	100%	\$1,472,473	29%	\$5,035,000	100%

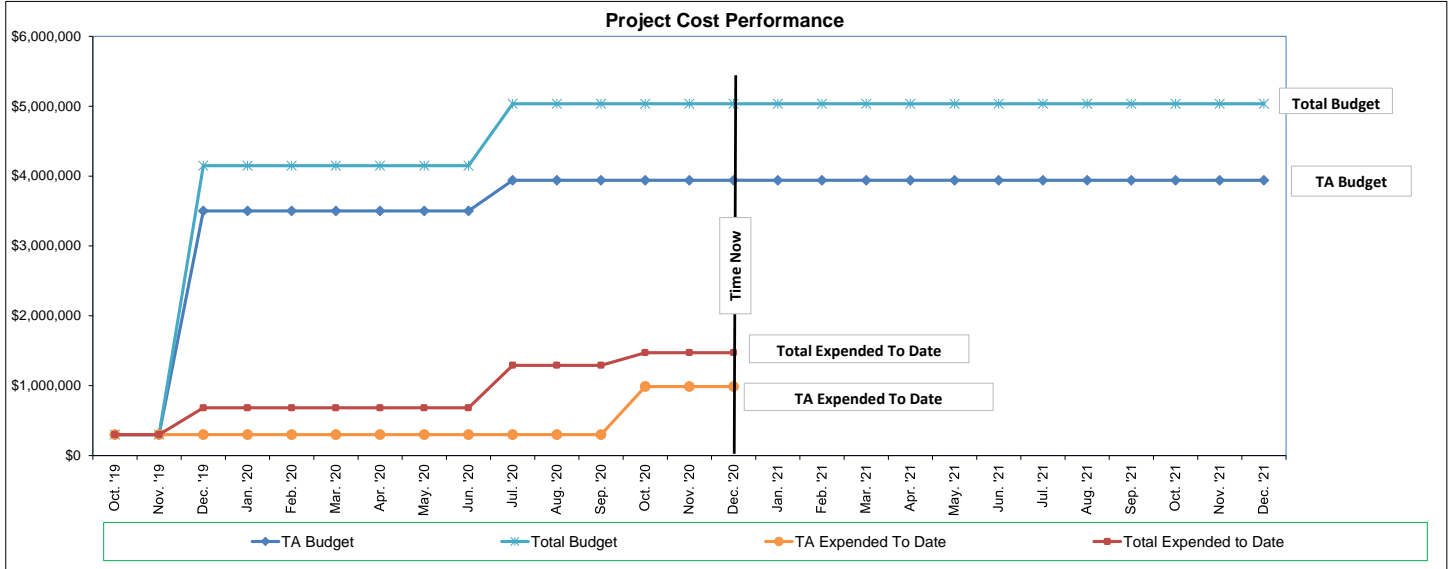
Note: Funding is \$300,000 for design and \$3,640,000 for construction

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$987,973	\$2,952,027	\$3,940,000	\$0
Others	\$1,095,000	\$484,500	\$610,500	\$1,095,000	\$0
Total Project	\$5,035,000	\$1,472,473	\$3,562,527	\$5,035,000	\$0



Issues: Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

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 accesses 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:

Submitted one-hundred percent design Plans, Specifications & Estimates to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

Issues:

Project has been delayed due to Covid-19 lock-down. Preliminary construction estimate indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications.

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	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/21	06/15/20	12/31/21

Progress This Quarter:

- (1) Developed conceptual design for the modification of Frontage Road/Terrece Avenue intersection
- (2) Processed Final encroachment permit application
- (3) Completed potholing for utilities
- (4) Developed plans for electric and gas pipeline relocations
- (5) Met with Andreotti farm owners to obtain temporary construction easements

Future Activities:

- (1) Coordinate with Caltrans and obtain the encroachment permit
- (2) Execute agreement with PG&E for utility relocations
- (3) Complete construction cost estimate

Issues:

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

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$300,000	35%	\$300,000	100%	\$300,000	31%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$585,055	89%	\$656,185	69%
Total	\$856,185	100%	\$885,055	93%	\$956,185	100%

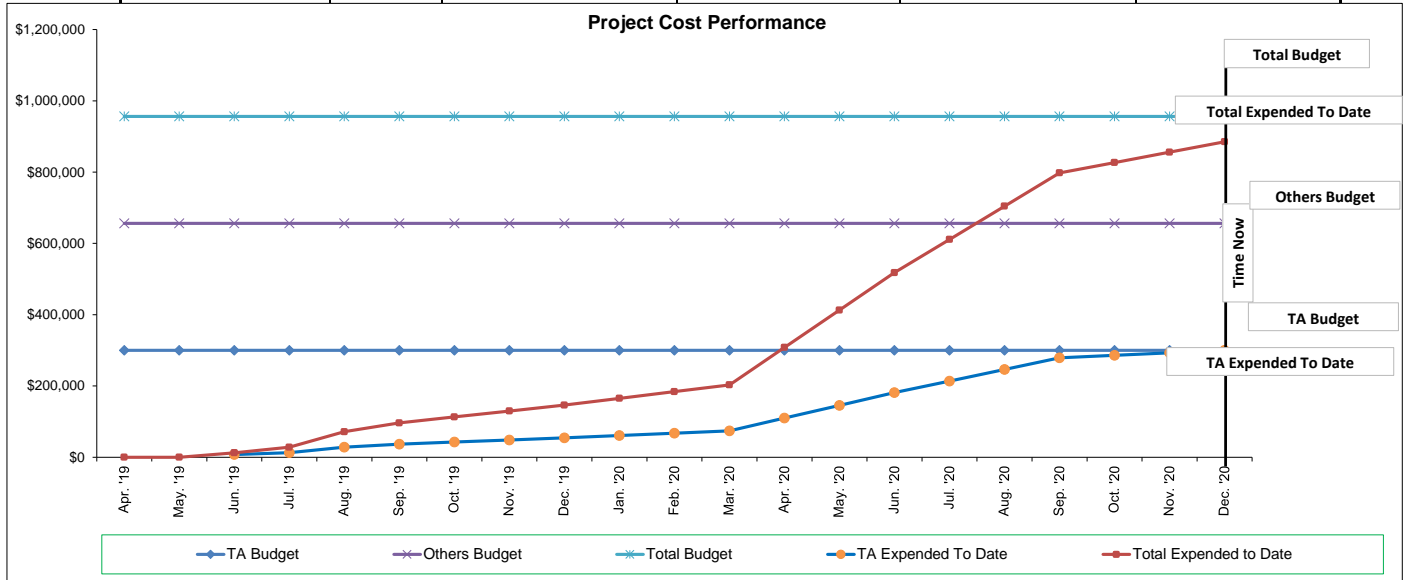
Issues:

Approximately additional \$4.5 Million will be required during construction phase.

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	\$656,185	\$585,055	\$71,130	\$656,185	\$0
Total Project	\$956,185	\$885,055	\$71,130	\$956,185	\$0




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 Project Approval & Environmental Document (PA&ED) phase of the corridor within San Mateo County (from I-380 to the San Mateo- San Francisco County line) and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. A Work Directive has been provided to the consultants to perform the PA/ED phase

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	11/02/20	12/31/22	11/02/20	12/31/22


Progress This Quarter:

- (1) Executed the Cooperative Agreement with C/CAG and Caltrans
- (2) Issued a Work Directive to the consultants to perform the PA&ED phase
- (3) Initiated topographic survey work and completed the aerial flights to start Caltrans' topographic survey process
- (4) Submitted traffic forecasting and traffic operations analysis methodology memorandum to Caltrans
- (5) Completed review of as-built plans of bridges and evaluated stage construction options
- (6) Sent letters to utility companies requesting utility information
- (7) Completed preliminary review of potential for sensitive species habitat to occur along the corridor

Future Activities:

- (1) Complete the topographic survey and mapping.
- (2) Develop traffic forecasts
- (3) Complete field work related to environmental studies
- (4) Complete the initial drafts of bridge Advanced Planning Study drawings
- (5) Submit initial deliverables to Caltrans for review and approval
- (6) Prepare for Environmental scoping meeting

Issues: None

Funding : 

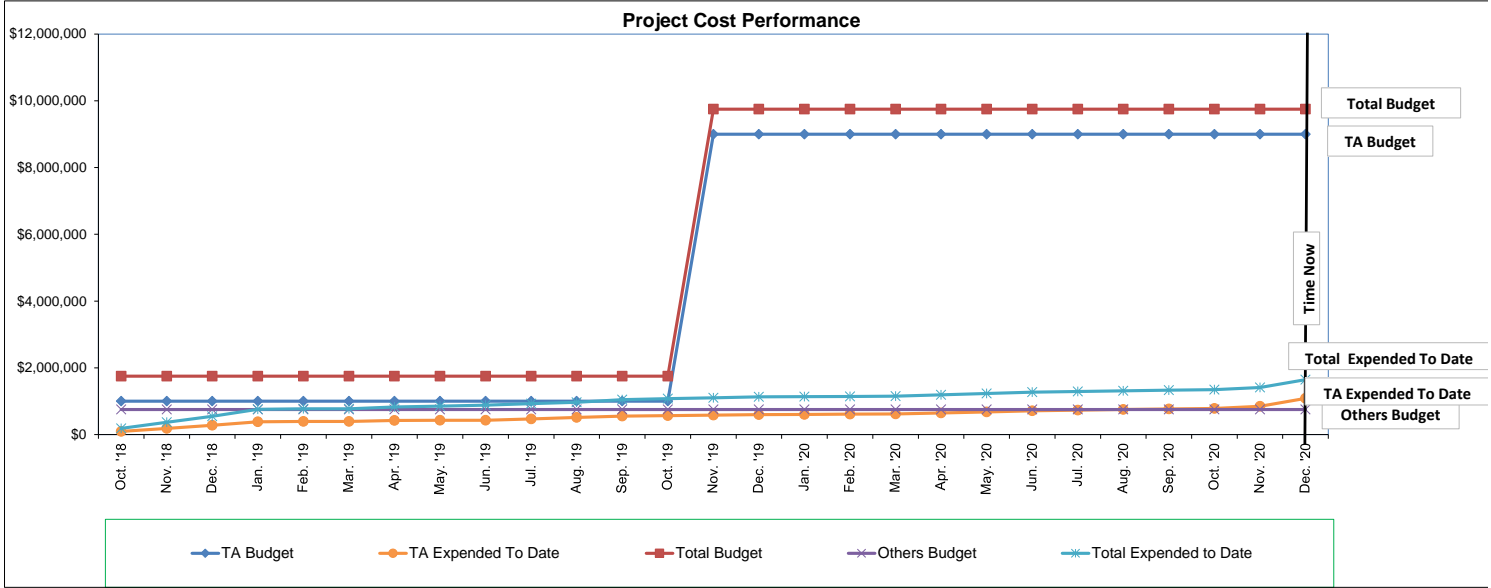
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$1,083,994	12%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$1,644,699	17%	\$9,560,705	100%

Issues: None



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$1,083,994	\$7,916,006	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$1,644,699	\$7,916,006	\$9,560,705	\$189,295

Note: Budget is for PID and PA/ED phase only.




Issues: None

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


TA Role: Cosponsors with C/CAG

Cosponsors: TA and C/CAG

Scope:  The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the 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. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21


Progress This Quarter:

- (1) CT continued conducting reoccurring Project Development Team (PDT) meetings.
- (2) CT continued to develop technical studies.
- (3) CT Headquarters determined Vehicle Miles Traveled (VMT) analysis is not required.
- (4) CT reviewed ramp meeting needs.
- (5) CT completed survey work.
- (6) CT began to develop geotechnical report.
- (7) CT began preliminary design.

Future Activities:

- (1) CT continue to develop technical studies.
- (2) CT continue to develop geotechnical report.
- (3) CT begin biological assessments and permit requirement needs.

Issues: None

Funding: 

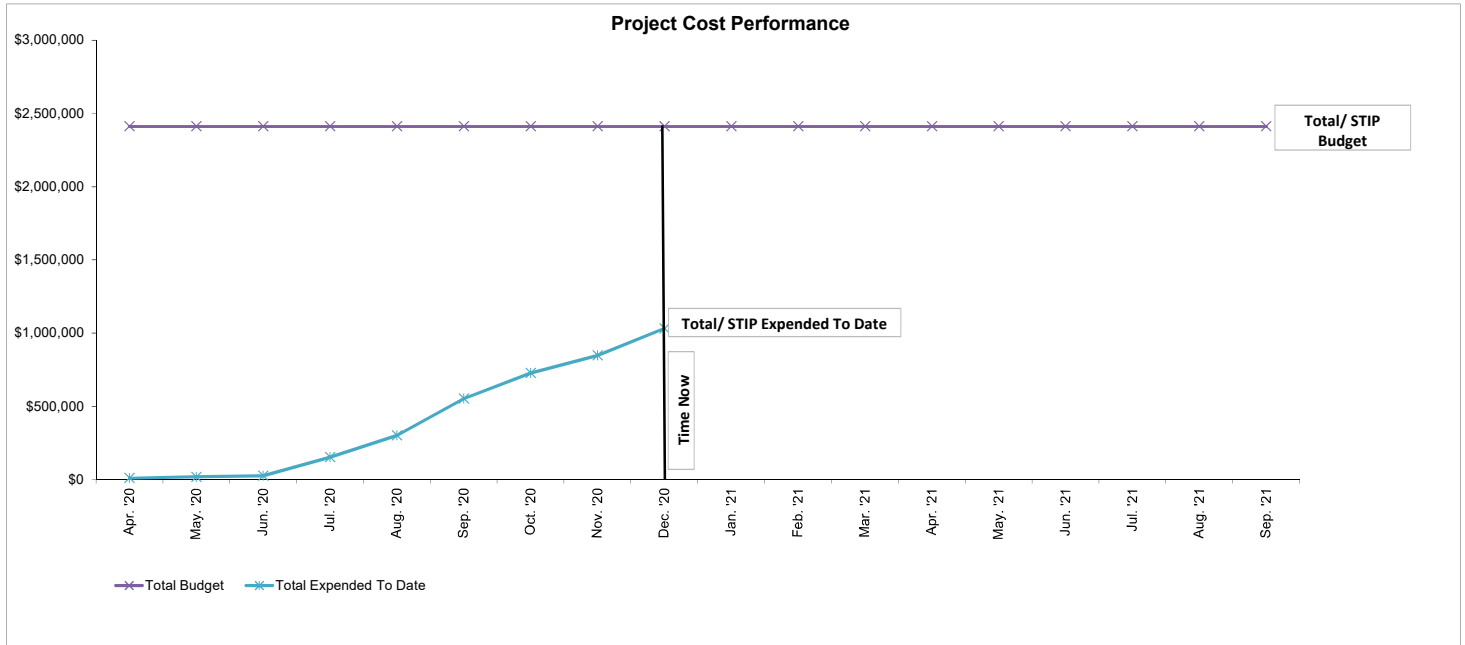
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$1,031,067	43%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$2,411,000	100%	\$1,031,067	43%	\$2,411,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$1,031,067	\$1,379,933	\$2,411,000	\$0
Total Project	\$2,411,000	\$1,031,067	\$1,379,933	\$2,411,000	\$0




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

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (9/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	12/31/21

Progress This Quarter: (1) Obtained the approval of the PSR-PDS document from Caltrans
 (2) Prepared the scope of work for critical path technical studies to jump-start the PA/ED phase ahead of the full funding of the project.
 (3) Prepared the draft cooperative agreement

Future Activities: (1) Execute the cooperative agreement with Caltrans and C/CAG
 (2) Issue a Work Directive to the Joint Venture consultant to perform critical path technical studies

Issues: Full funding for the Environmental phase will not be available until after the Short Range Highway Plan is finalized and the next Highway Program call for projects.

Funding: 

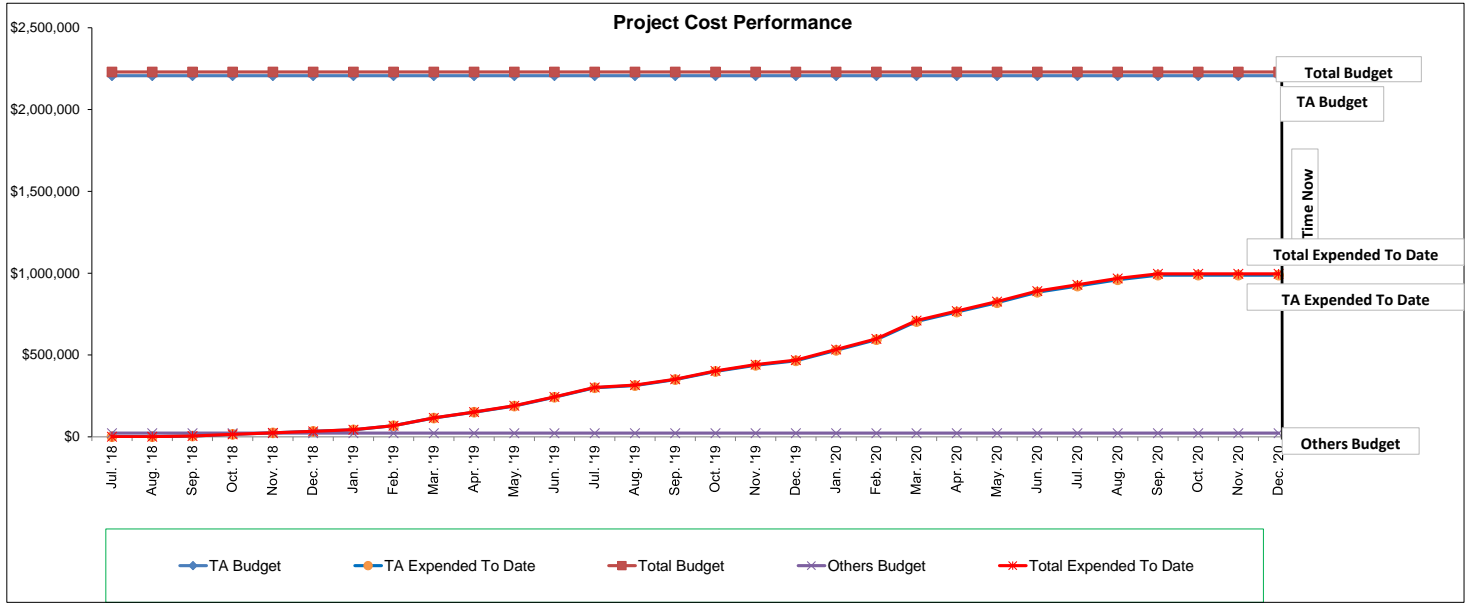
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$988,025	46%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$8,202	37%	\$22,309	1%
Total	\$2,230,000	100%	\$996,227	46%	\$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	\$988,025	\$1,152,666	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
Total Project	\$2,230,000	\$996,227	\$1,166,773	\$2,163,000	\$67,000



Issues: None

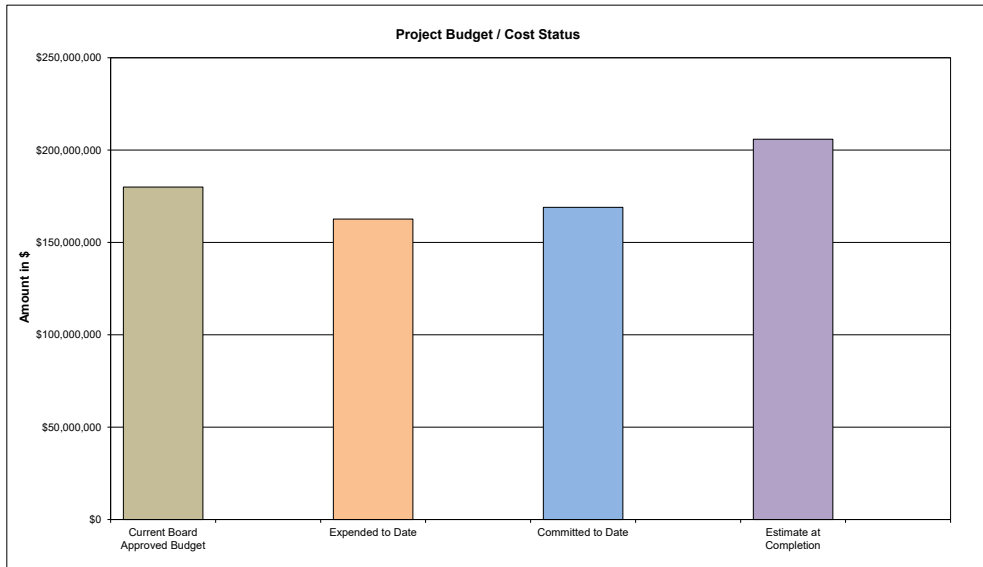
Level 2 Projects
Caltrain-Grade
Separation

25th AVENUE GRADE SEPARATION PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$180,000,000	\$162,671,719	\$169,018,887	\$205,900,000	(\$25,900,000)



Note: In January 2021, the City of San Mateo approved \$2.1M and the TA Board approved \$23.8 million of additional funds for the project which will be reflected in the next report.

Issues:

Total Project Estimate at Completion has been increased due to delays in utility relocations, high cost in PG&E high pressure gas (HPG) pipeline, cost of utility connections to new Caltrain facilities, differing site conditions, and changes in the design and construction of a set-out track.

SAFETY:

No incidents reported this quarter.

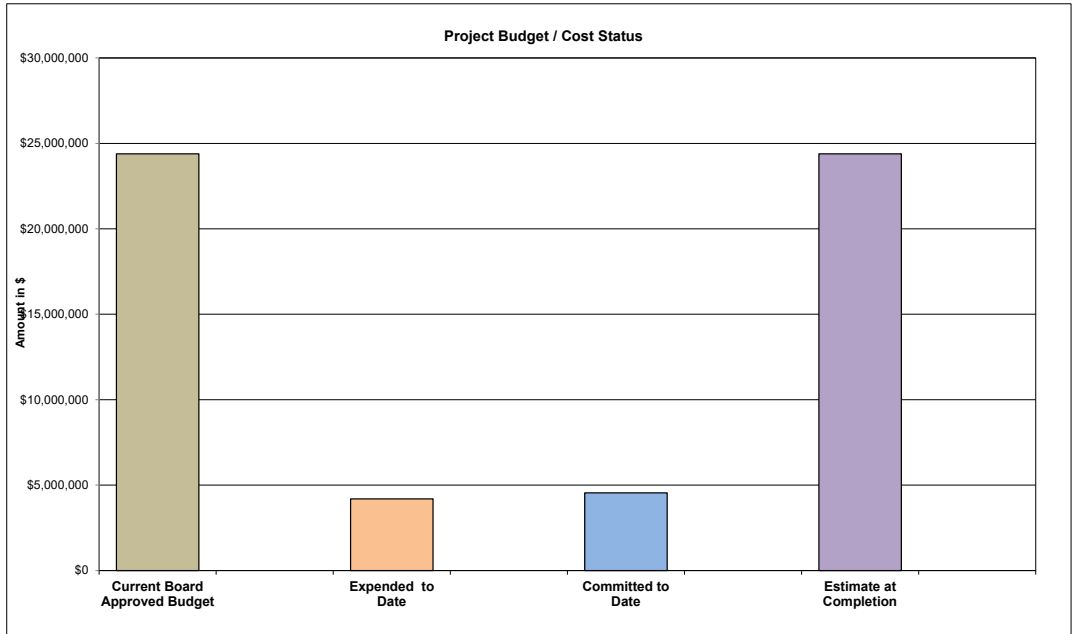


BURLINGAME BROADWAY GRADE SEPARATION PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$24,388,000	\$4,195,085	\$4,548,561	\$24,388,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.

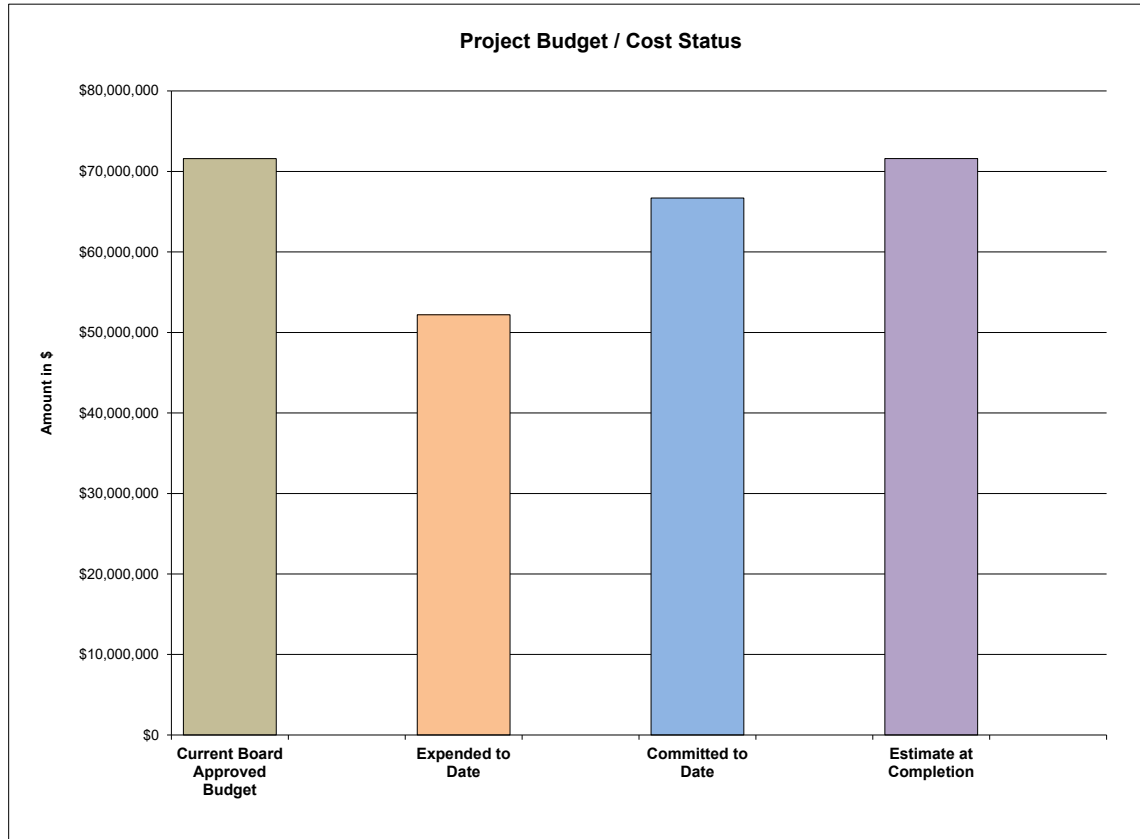


SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$71,600,000	\$52,194,707	\$66,698,872	\$71,600,000	\$0



Issues: Estimate at Completion (EAC) will increase. EAC is currently under review.

SAFETY:



No incidents reported this quarter.

TA – Caltrain Project

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

<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 (SF) 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: Project team prepared invoices, progress reports, updated project schedule, additional San Bruno outreach material and received tabulated community feedback. Project team prepared for San Bruno City Council meeting, including developing renderings and photo-isms for Scott Street and presented to San Bruno City Council study session/meeting and a preferred alternative for a bicycle/pedestrian was made. Project team reviewed and commented on 30 Tanforan site plans and conducted monthly Project Development Meetings.</p>	<p>SMCTA Budget \$650,000</p> <p>Expended \$552,448</p> <p>Remaining \$97,551</p>
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<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: Project team prepared monthly progress reports, invoices, project schedule and for live Q&A sessions. Project team developed material and conducted virtual open house. Project team developed traffic scenarios, methodologies and assumptions memo. Project team conducted technical review of all alternatives at Whipple, Broadway, Brewster, Maple, Main and Chestnut, producing a draft evaluation matrix. A traffic analysis was administered, including developing graphics. Project team held internal alternative review workshop, reviewed development plans provided by the City, compiled results from on-line survey and continued Project Development Meetings.</p>	<p>SMCTA Budget \$750,000</p> <p>Expended \$603,607</p> <p>Remaining \$146,393</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 April 2021.</p> <p>Phase: Planning.</p> <p>Status: Project team finalized Executive Summary, Financial Feasibility Study, Cost-Benefit Analysis, and Economic Impact Analysis documents. They were presented to the Water Emergency Transportation Authority (WETA) Board and the Redwood City Port Commission. Both bodies accepted the work and recommend proceeding to complete a business plan. Presentation to the City Council was delayed until January 2021.</p>	<p>SMCTA Budget \$450,000</p> <p>Expended \$450,000</p> <p>Remaining \$0</p>
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Pedestrian and Bicycle **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure A Expended	Measure A Remaining
Daly City	Mission Street Streetscape Project	Final design and construction	Due to City staff shortage, completion of final design plans have been delayed; expected to finish in June 2021. *Current expected completion date 3/2022.	Mar 2018	Jul 2023	\$810,000	\$68,473	\$741,527
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Construction continued, which included completion of roadway, pedestrian improvements and striping. *Current expected complete date 12/21.	Mar 2018	Oct 2023	\$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 and construction estimate were completed and submitted to Caltrans. The Environmental Initial Study/Mitigated Negative Declaration (IS/MND) was completed and circulated for review. Caltrans requested Permit Engineering Evaluation Report (PEER) instead of an encroachment permit due to existence of a bridge. *Current expected completion date 12/2022.	Mar 2018	Sep 2023	\$315,000	\$107,137	\$207,863
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project was assigned to City's Senior Project Manager. Project team coordinated the following: 1) bridge structural review with Caltrans 2) Department of Fish & Wildlife for channel work and 3) final design and PG&E. *Current expected completion date of 4/2021.	Apr 2014	Apr 2021	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Construction began on the project. Project team reviewed and approved submittals, coordinated construction activities, reviewed progress payments, responded to requests for information and responded to public inquiry. *Current expected completion date of 7/2021.	Mar 2018	Jul 2023	\$805,600	\$237,440	\$568,160
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 continued their trial installation of piles, refining the installation method as the process continues. *Current expected completion date of 4/2021.	Mar 2016	Scope of Work Completed	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction began in November 2020, which included completion of sidewalk and bulb out. Signal pole was ordered. *Current expected completion date 5/2021.	Mar 2018	Jul 2023	\$375,000	\$52,850	\$322,150
San Carlos	Pedestrian Safety Improvement Plan for San Carlos Avenue	Construction	Resumption of construction continued, which included completion of all concrete, pavement, traffic striping, utility and landscape improvements along the corridor except at the intersection of San Carlos Ave. and Alameda de las Pulgas. *Current expected completion 3/2021.	Mar 2018	Sep 2021	\$1,000,000	\$650,062	\$349,938
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff continued value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed. City applied to ATP program and is waiting for MTC's recommendations to be released. The City also recently applied to the CTC's Local Partnership Program but was unsuccessful in securing funds. *Current expected completion date 6/2024.	Mar 2016	Feb 2022	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Project team held preconstruction meeting in October 2020. Contractor determined lead time for trench gates, required for curb extension construction, was 15 weeks. Thus, Notice to Proceed (NTP) was held off until trench gates are received. Estimation to begin work is March 2021. *Current expected completion date 5/2021.	Mar 2018	Dec 2023	\$380,000	\$50,500	\$329,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction continued, which included completion of bio retentions, storm drain manholes and pipes. Majority of the traffic signal infrastructure, curb ramps and irrigation system was also completed. *Current expected complete date 5/2021.	Mar 2016	Jun 2022	\$200,000	\$61,272	\$138,728

Note: Projects from the December 2020 Pedestrian and Bicycle Call for Projects will be included in this list once agreements are finalized and projects begin in 2021.



Definition of Terms

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

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

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

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

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

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

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

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

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



Abbreviations

CAP – Citizen Advisory Panel

CAC – Citizen Advisory Committee

CEQA – California Environmental Quality Act

EIR/EIS – Environmental Impact Report / Environmental Impact Study

ERM – Environmental Resource Management

EMU – Electric Multiple Unit trainset

MTC – Metropolitan Transportation Commission

NEPA – National Environmental Policy Act

PAC – Policy Advisory Committee

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

PDT – Policy Development Team / Project Development Team

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

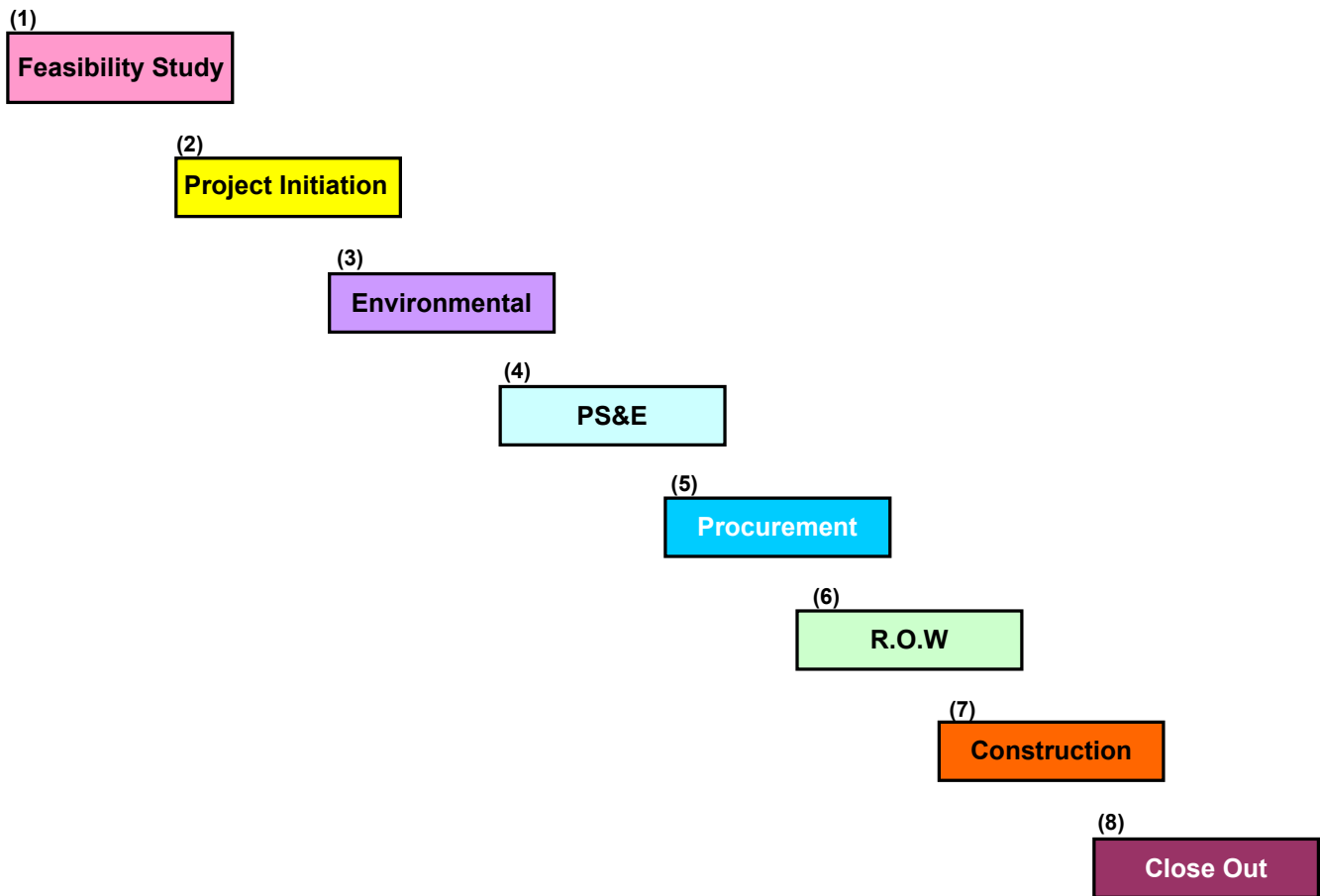
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

RTIP – Regional Transportation Improvement Program

UPRR – Union Pacific Railroad

Project Phases



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



Performance Status (Traffic Light) Criteria Highway Program

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

Performance Status (Traffic Light) Criteria Caltrain Program

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

Schedule Legend

	Completed
	Critical path
	Baseline/target schedule