

Capital Projects

Quarterly Status Report

First Quarter FY2022: July 01-September 30, 2021

Report prepared for the December 2, 2021 TA Board Meeting





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Level 2 Projects

| | SCOPE | | BUDGET | | SCHEDULE | | FUNDING | | Page |
|---|---------|---------|---------|---------|----------|---------|---------|---------|------|
| | 04 FY21 | 01 FY22 | 04 FY21 | 01 FY22 | 04 FY21 | 01 FY22 | 04 FY21 | 01 FY22 | |
| Highways | | | | | | | | | |
| 00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting | G | G | G | G | G | G | G | G | 3 |
| 00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting | G | G | G | G | G | G | G | G | 5 |
| 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 Phase - 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 | R | R | R | R | R | R | 15 |
| 00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED | G | G | Y | Y | G | G | G | G | 17 |
| 00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED | G | G | G | G | Y | Y | G | G | 19 |
| 00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting | G | G | G | G | Y | Y | G | G | 21 |
| 00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction | 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 |
| Caltrain - Grade Separation & Station Improvements | | | | | | | | | |
| 00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction | G | G | Y | Y | Y | Y | G | G | 34 |
| 00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV | G | G | Y | R | Y | R | G | G | 38 |
| 00824- South San Francisco Station Improvement Project (South San Francisco) | G | G | G | G | G | G | G | G | 42 |
| 00814 – Grade Separation Study Report – (South Linden Avenue/Scott Street) | N/A | G | N/A | G | N/A | G | N/A | G | 47 |
| 100277 – Grade Separation Study Project - Whipple Avenue (Redwood City) | N/A | G | N/A | G | N/A | G | N/A | G | 49 |
| 100579 – Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project) | N/A | G | N/A | G | N/A | G | N/A | G | 52 |

 = 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 | 08/31/2022* | 05/06/19 | TBD |

- Progress This Quarter:**
- (1) Continued addressing Caltrans' comments on right-of-way record maps
 - (2) Continued coordination with US 101 Express Lanes Project
 - (3) Prepared draft environmental revalidation report
 - (4) Prepared preliminary project description for landscaping task
 - (5) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame
 - (6) 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) City to obtain approval on Section 83 Quitclaim deed package
 - (4) City to execute Maintenance Agreement with Caltrans
 - (5) Continue work on environmental review documentation

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 begin after the staging work for the Express Lanes Project is completed in July 2022. 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% | \$57,329,572 | 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% | \$90,970,287 | 97% | \$93,738,000 | 100% |

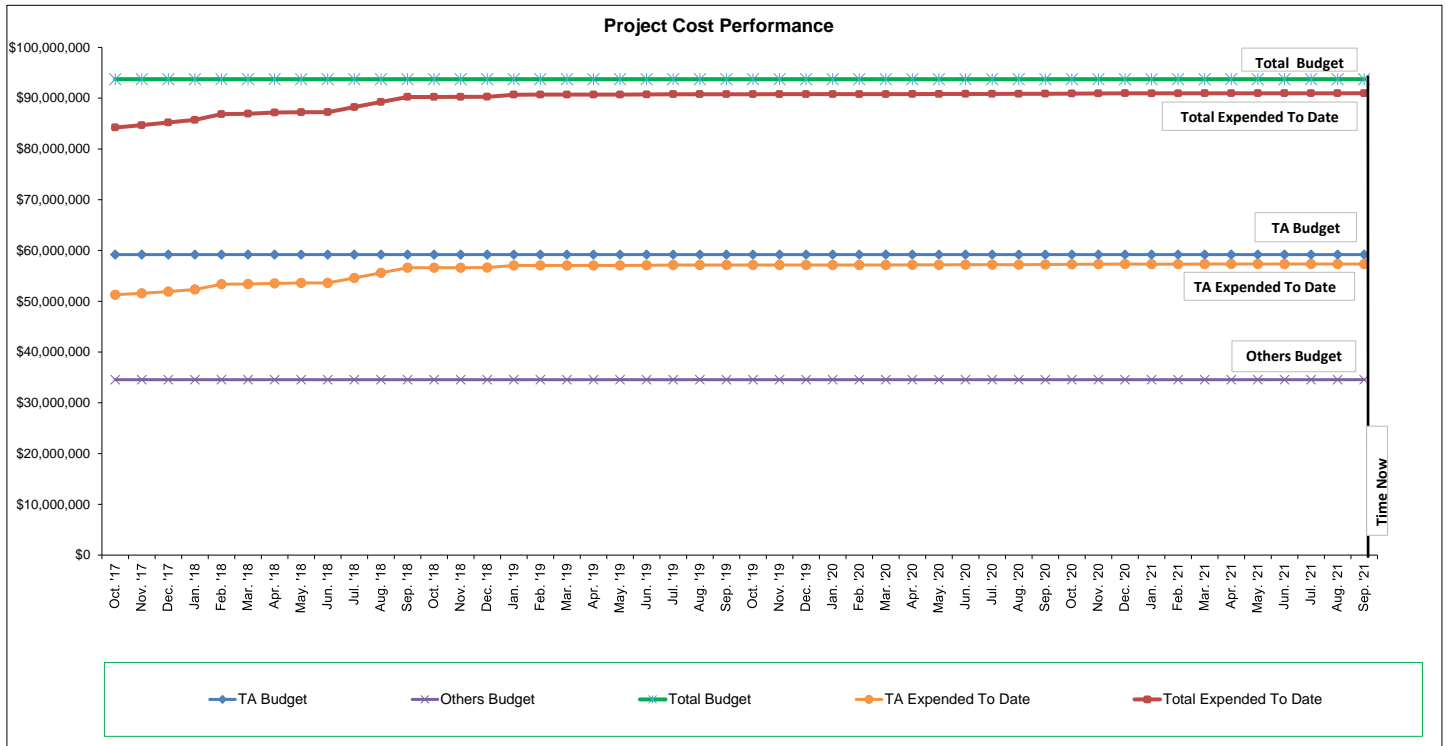
Issues: None

Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|---------------------|----------------------|------------------------|------------------------|
| TA | \$59,187,000 | \$57,329,572 | \$1,857,428 | \$59,187,000 | \$0 |
| Others | \$34,551,000 | 33,640,715 | \$910,285 | \$34,551,000 | \$0 |
| Total Project | \$93,738,000 | \$90,970,287 | \$2,767,713 | \$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. City is proceeding with landscaping design

Issues:

None

Schedule:



| Major Milestones: | Original Baseline | | Current Baseline (08/15) | | Current Forecast | |
|-------------------|-------------------|----------|--------------------------|----------|------------------|----------|
| | Start | Finish | Start | Finish | Start | Finish |
| 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 | 10/31/19 | 05/08/17 | 10/31/19 |

Progress

- (1) City was not awarded Urban Greening Grants.
- (2) City began design development for basic landscape option.
- (3) Caltrans settled claims with contractors.
- (4) Continued to closeout construction phase with Caltrans and City.
- (5) Caltrans, City and TA to finalize the amendment to Coop. Agreement.
- (6) City continued coordination with the US 101 San Mateo County Express Lanes Project.
- (7) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.
- (8) City conducted a public meeting to discuss proposed landscaping concepts on September 26, 2021
- (9) TA received \$8.3 million reimbursement for the earlier loan agreement

This Quarter:

Future

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and City of EPA.

Activities:

Issues:

Schedule for highway planting final design will be provided once the City obtains the approval to proceed from City Council and Caltrans.

Funding :



| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|---------------|----------------------|------------------------|---------------------|-------------------|---------------------|--------------------------|
| SMCTA | \$56,400,000 | 84% | \$53,443,809 | 95% | \$56,400,000 | 84% |
| Others | | | | | | |
| State | \$10,400,000 | 16% | \$10,268,218 | 99% | \$10,400,000 | 16% |
| Total | \$66,800,000 | 100% | \$63,712,027 | 95% | \$66,800,000 | 100% |

Issues:

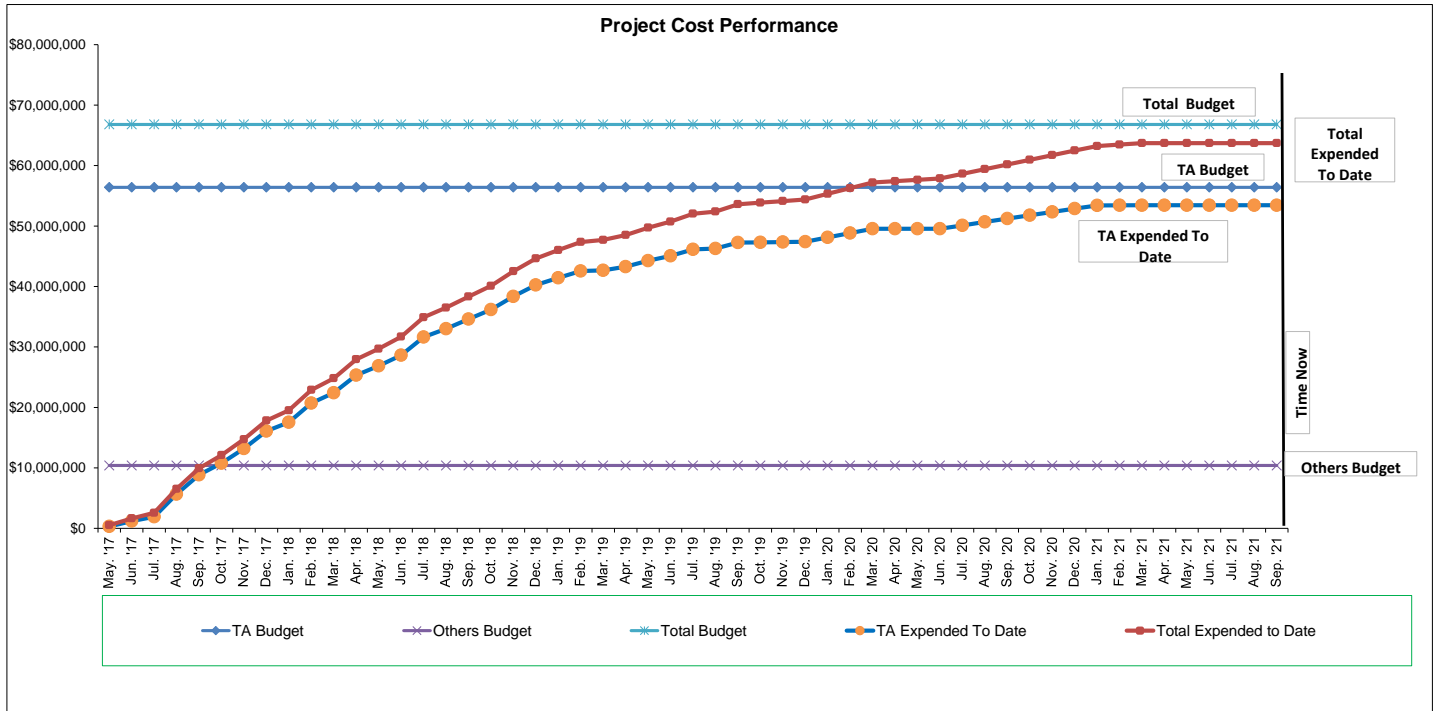
The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|---------------------|----------------------|------------------------|------------------------|
| TA | \$56,400,000 | \$53,443,809 | \$2,956,191 | \$56,400,000 | \$0 |
| State | \$10,400,000 | \$10,268,218 | \$131,782 | \$10,400,000 | \$0 |
| Total Project | \$66,800,000 | \$63,712,027 | \$3,087,973 | \$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:

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. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023.

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 | TBD |
| Right-of-way Support | 08/01/17 | 05/01/20 | 08/01/17 | 12/31/20 | 08/01/17 | TBD |

Progress This Quarter:

- (1) City continued capital funding pursuit planning and activities, including selecting a consultant for Funding Plan Development
- (2) City selected a consultant for funding plan development
- (3) City worked with the TA staff to develop a strategy for the Call for Projects funding application
- (4) City secured approval of base mapping and continued work on appraisal mapping
- (5) City worked with Caltrans to establish schedule for approval of appraisal mapping
- (6) City continued work on updating Project phasing concept.

Future Activities:

- (1) City to seek approval of appraisal maps by Caltrans
- (2) City to continue capital funding pursuit and initiate development of formal Funding Plan
- (3) City to continue work on updating Project phasing concept

Issues: *In consultation with Caltrans and TA, the City decided to suspend (or pause) design activities at the completion of the 95% design task due to lack of full funding for construction phase. Design activities will be paused and draft right-of-way appraisal preparation will continue to December 2021. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023.

Funding :



| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|--------------------|-------------------|---------------------|--------------------------|
| SMCTA | \$8,140,000 | 79% | \$6,820,267 | 84% | \$8,140,000 | 79% |
| Others | | | | | | |
| Federal | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| State | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| City | \$2,110,000 | 21% | \$1,564,269 | 74% | \$2,110,000 | 21% |
| Total | \$10,250,000 | 100% | \$8,384,536 | 82% | \$10,250,000 | 100% |

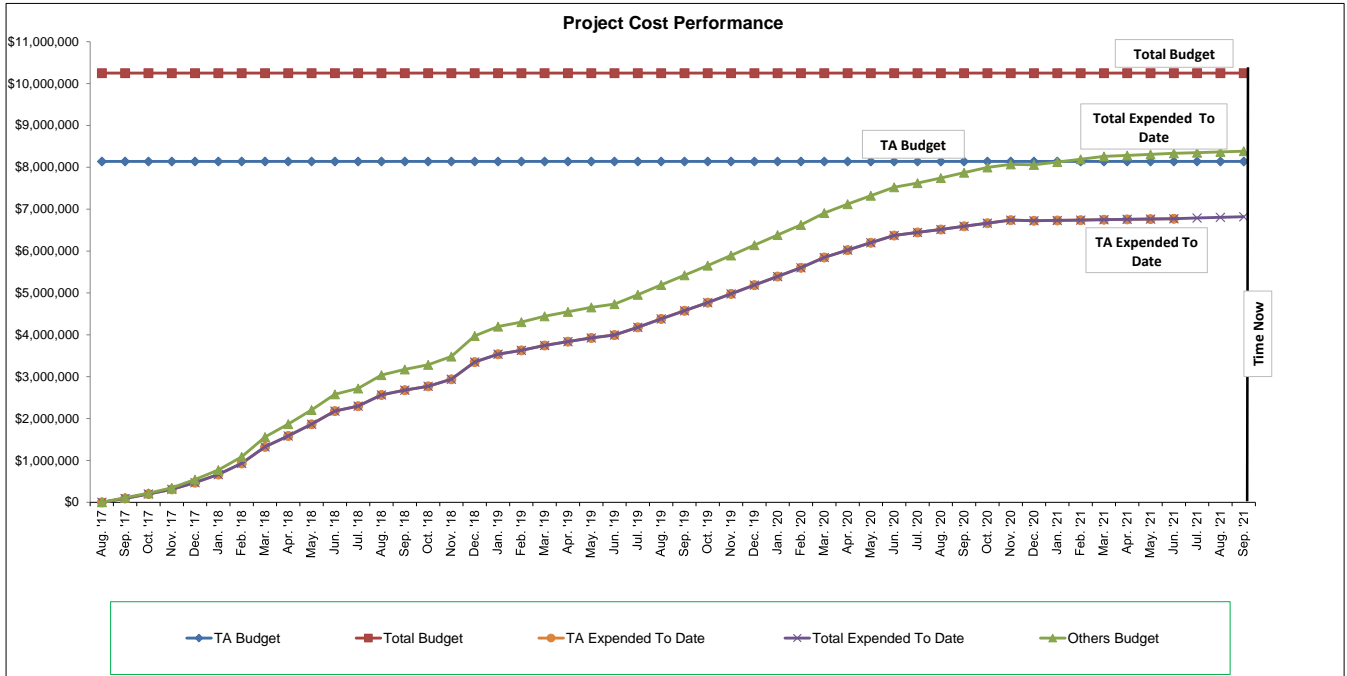
Issues: None

Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|--------------------|----------------------|------------------------|------------------------|
| TA | \$8,140,000 | \$6,820,267 | \$1,319,733 | \$8,140,000 | \$0 |
| City | \$2,110,000 | \$1,564,269 | \$545,731 | \$2,110,000 | \$0 |
| Total Project | \$10,250,000 | \$8,384,536 | \$1,865,464 | \$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:

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 | 12/31/22 | 01/01/18 | 12/31/22 |

Progress This Quarter: (1) Ciity incorporating and continue to monitor creek revegetation based on Caltrans' comments.
(2) City Continued to revise Monitoring Report

Future Activities: (1) City to continue creek monitoring work and coordinate with Caltrans to closeout of the project.

Issues: None

Funding :



| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|---------------------|-------------------|---------------------|--------------------------|
| SMCTA | \$10,054,000 | 56% | \$7,740,299 | 94.6% | \$8,185,075 | 52% |
| 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% | \$15,437,498 | 97.2% | \$15,882,273 | 100% |

Issues: Svings to be returned and made available to other highway projects upon final project closeout
Corps of engineers have requested that the creek profile be determined to assess any silting on the creek bed

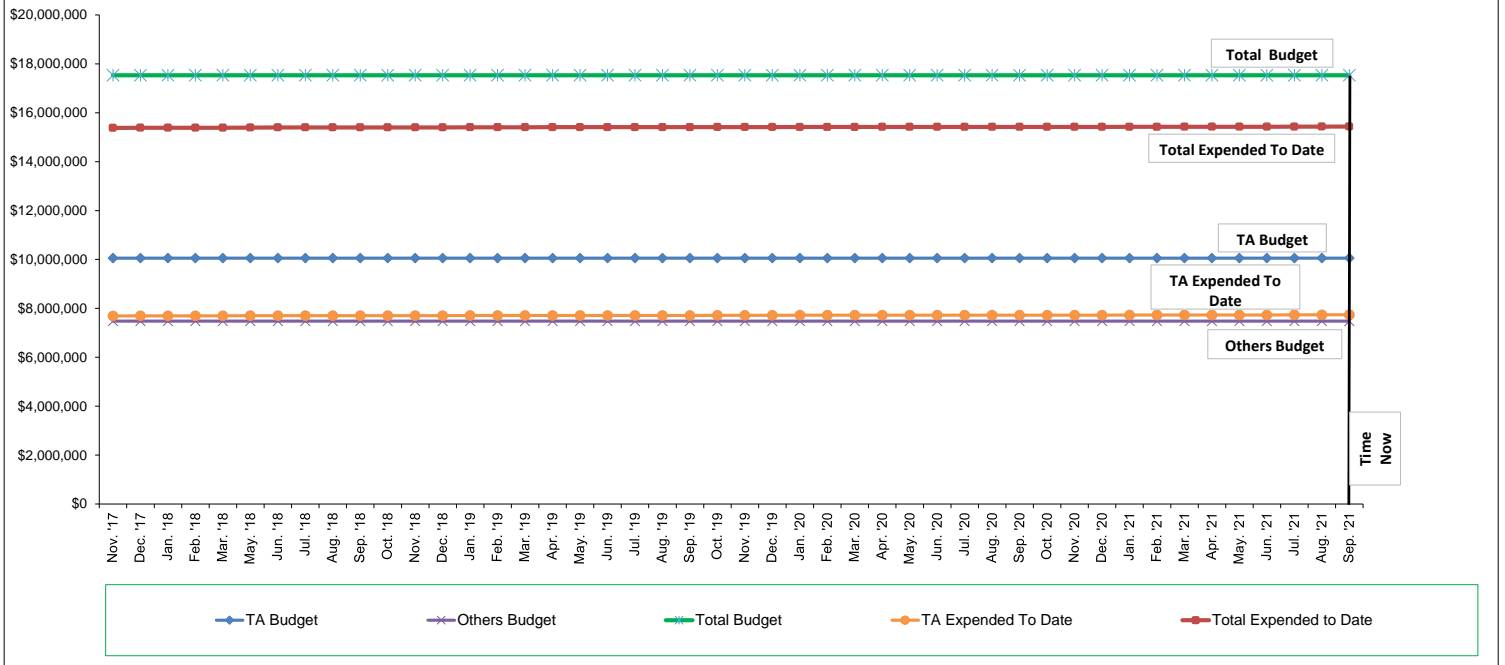
Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|---------------------|----------------------|------------------------|------------------------|
| TA | \$10,054,000 | \$7,740,299 | \$444,776 | \$8,185,075 | \$1,868,925 |
| Others | \$7,790,381 | \$7,697,199 | \$0 | \$7,697,199 | \$93,182 |
| Total Project | \$17,844,381 | \$15,437,498 | \$444,776 | \$15,882,273 | \$1,962,108 |

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

Project Cost Performance



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

Issues: None

000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

Scope:

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



Project Status Summary:

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

Southern Segment (Santa Clara County Line – Whipple)

1. Completed installation of tolling equipment

Progress

Northern Segment (Whipple- I-380)

This Quarter:

1. Continue to review and issue change orders
2. Completed sign foundations in Blocks 1, 2, and 3
3. Completed installation of lights and sign structures in Blocks 1 and 4
4. Capital Preventative Maintenance (CAPM) (roadway rehabilitation) paving complete (in Block 4)
5. Completed restriping in Block 1 in preparation for final layer of paving
6. Removed 2,000 linear feet of temporary barrier (in Blocks 1 and 4)
7. Constructed approximately 15 miles of new median concrete barrier
8. Future Draft and negotiate Operations and Maintenance Agreements.
9. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Future Activities:

Southern segment (Santa Clara County Line – Whipple)

1. Testing tolling equipment and system
2. Restriping freeway to final express lanes configuration
3. Installing variable toll message sign overlays and other median signage

Northern Segment (Whipple – I-380)

1. Final layer of paving – finishing in Block 1
2. Constructing, texturing, and painting median barrier
3. Installing sign structures and variable toll message signs in all Blocks
4. Installing tolling equipment in Block 4 (TransCore)
5. Completing fiber optic cable connections to Millbrae BART Station

Issues:

None

Funding :



| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|-------------------------|----------------------|------------------------|----------------------|-------------------|----------------------|--------------------------|
| SMCTA ** | \$30,500,000 | 5% | \$28,652,753 | 94% | \$30,500,000 | 5% |
| Others | | | | | | |
| Regional | \$95,000,000 | 16% | \$51,685,186 | 54% | \$95,000,000 | 16% |
| Loan/Future Toll | \$86,500,000 | 15% | \$70,083,165 | 81% | \$86,500,000 | 15% |
| Federal | \$9,500,000 | 2% | \$9,500,000 | 100% | \$9,500,000 | 2% |
| State | \$306,670,000 | 53% | \$243,927,072 | 80% | \$306,670,000 | 53% |
| Private* | \$53,000,000 | 9% | \$36,543,406 | 69% | \$53,000,000 | 9% |
| Total | \$581,170,000 | 100% | \$440,391,582 | 76% | \$581,170,000 | 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:

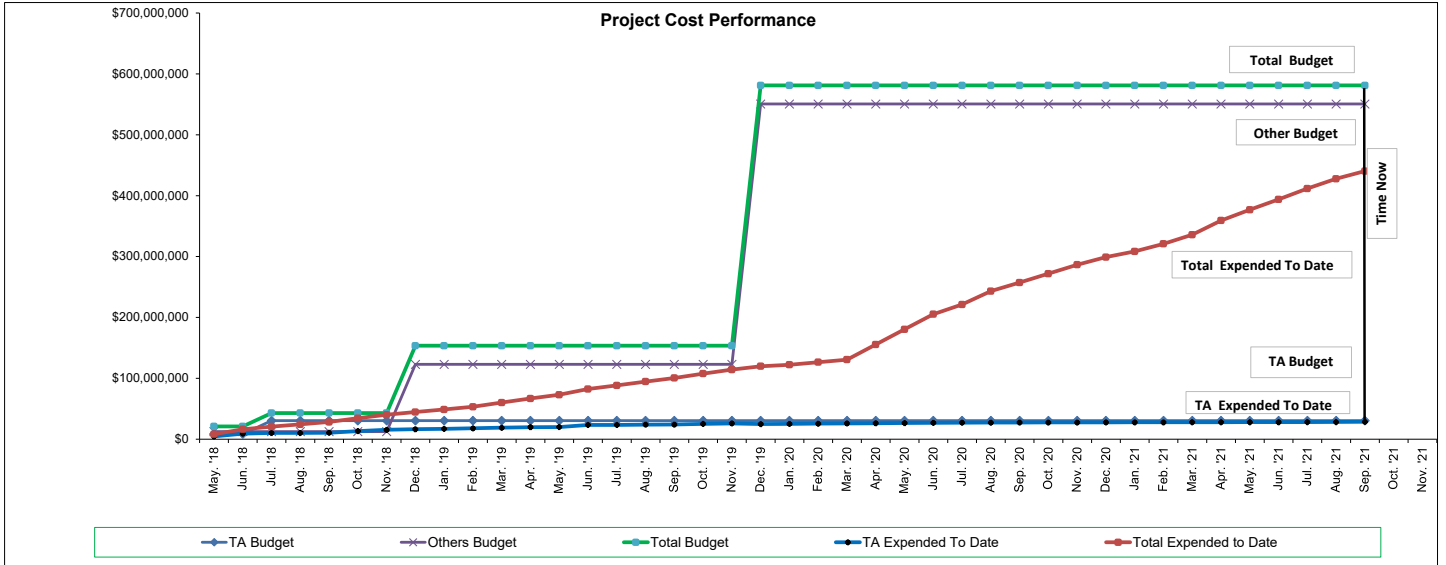
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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 | \$28,652,753 | \$1,847,247 | \$30,500,000 | \$0 |
| Others | \$550,670,000 | \$411,738,830 | \$138,931,170 | \$550,670,000 | \$0 |
| Total Project | \$581,170,000 | \$440,391,582 | \$140,778,418 | \$581,170,000 | \$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 | TBD |

Progress This Quarter:

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

Future Activities:

- (1) Complete 100% PS&E and Environmental Review
- (2) Resolve long term maintenance responsibility and negotiate maintenance agreement with Caltrans
- (3) Continue to pursue construction funding

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:

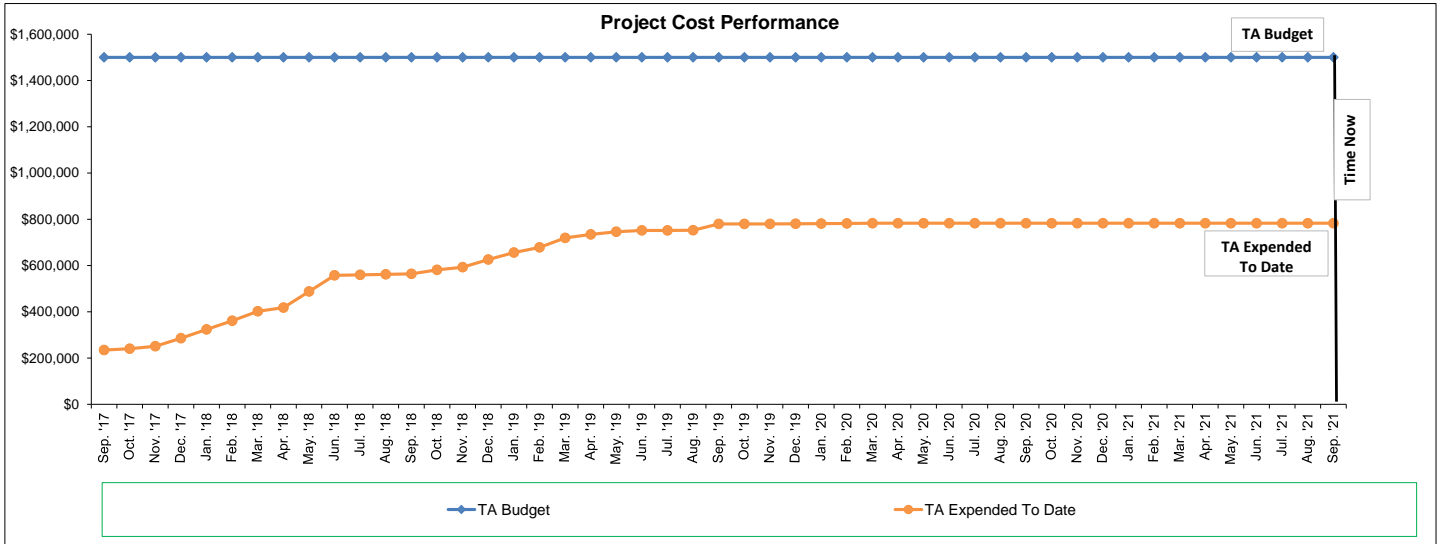
None

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.

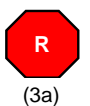


Project Status Summary: The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted 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 stopped all engineering work in March.

Issues: None

Schedule:

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



Progress This Quarter:

- (1) City was not awarded ATP grants.
- (2) City stopped all engineering work.
- (3) City has applied for funding from the TA 2021 Highway Program Call for Project

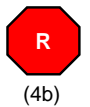
Future Activities:

- (1) City has opted to suspend work until a clear funding plan can be developed
- (2) Coordinate with the US 101 Express Lane project

Issues: *The City stopped all engineering work in March. The project was not recommended for Local Partnership Program (LPP) and ATP grants. 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.

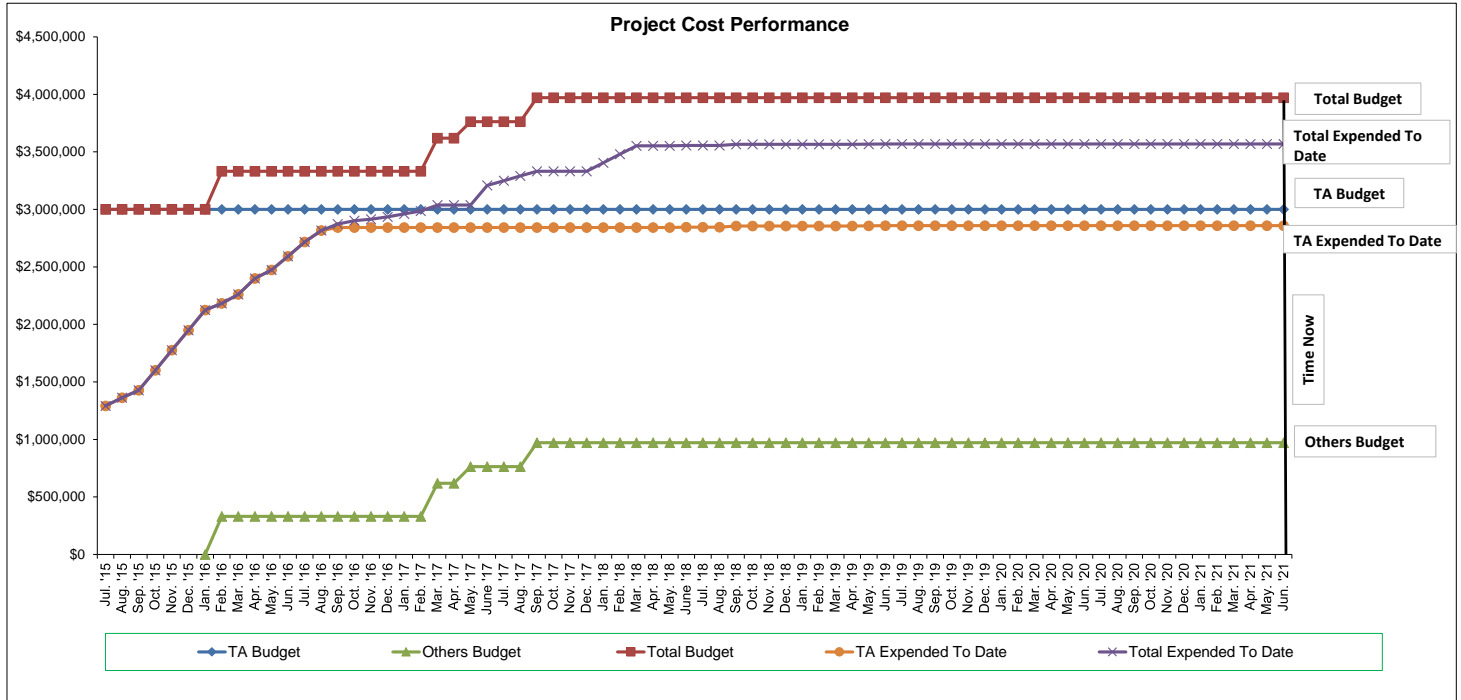
Budget:



(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&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



* Cost inception from the beginning of current phase.

Issues:

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

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

TA Role: 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 (Cities), 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. City hosted several community meetings to provide updates to the community and City Councils. A Project Scoping Meeting was held on April 28, 2021 to begin formal comment period process. Written public comments have been summarized. No response to comments will be provided at this time. They will be considered during the environmental review process. Required environmental and technical studies have begun.

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 | 10/31/22 |



Progress This Quarter:

- (1) Held meeting with Caltrans and City of San Mateo on Sept. 2, 2021
- (2) Continued to work with Caltrans on traffic studies
- (3) Continue environmental technical studies (air, noise, etc.)

Future Activities:

- (1) Submit various environmental technical studies to Caltrans
- (2) Hold monthly PDT meetings with Caltrans
- (3) Coordinate with Caltrans and finalize various draft and final environmental and technical studies to obtain final approval
- (4) Execute revised MOU with the City of San Mateo which adds \$600,000 of City funding to the project

Issues: None

Funding :

| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|--------------------|-------------------|--------------------|--------------------------|
| SMCTA | \$3,500,000 | 100% | \$2,381,296 | 68% | \$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% | \$2,381,296 | 68% | \$3,500,000 | 100% |

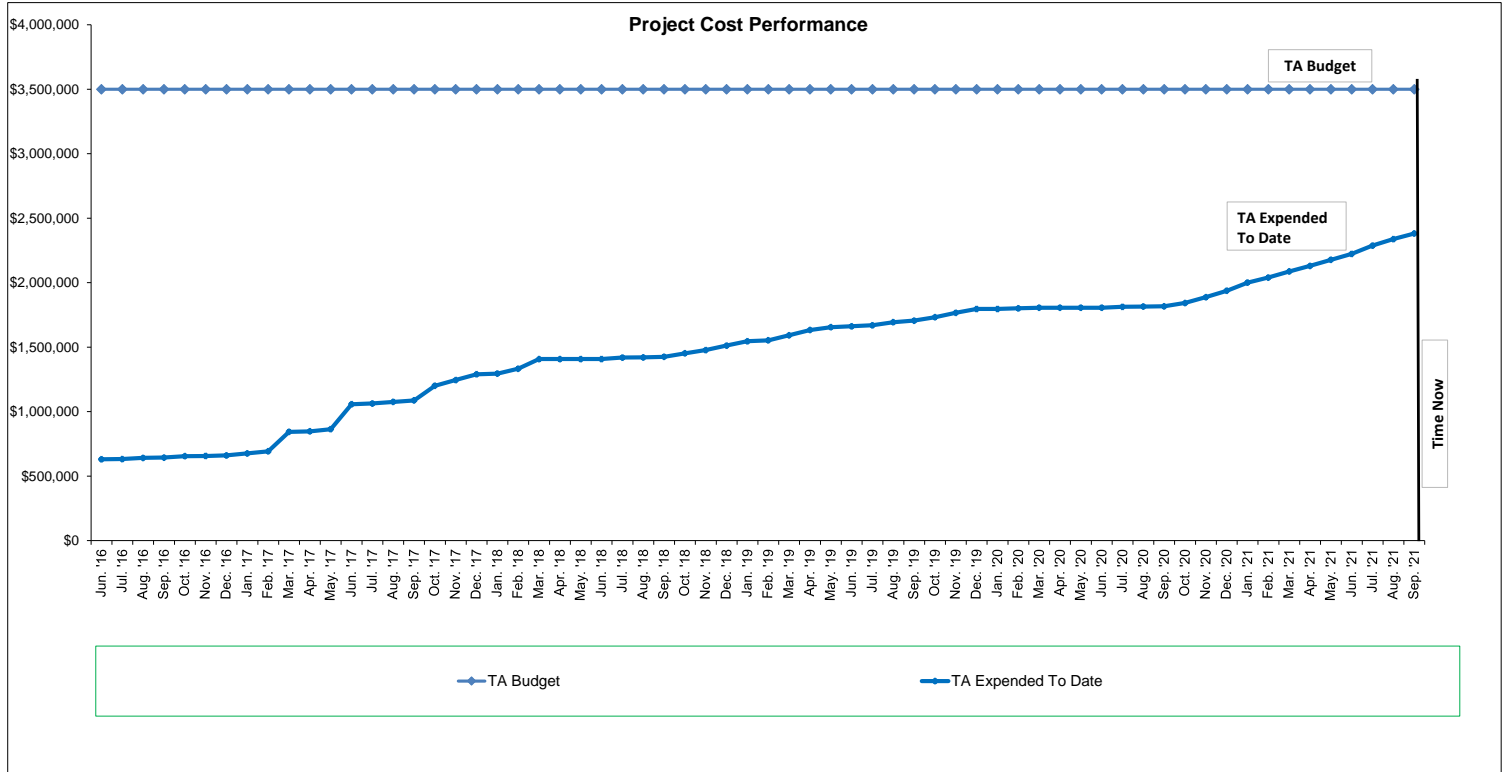


Issues: Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. Based on initial analysis, there is enough funding for TA staff to issue a Limited Notice to Proceed to consultant to continue work until November 2021. The City agreed to provide \$600,000 to continue consultant work while working to finalize the additional cost and resources needed.



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|--------------------|----------------------|------------------------|------------------------|
| TA | \$3,500,000 | \$2,381,296 | \$1,118,704 | \$3,500,000 | \$0 |
| Others | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Project | \$3,500,000 | \$2,381,296 | \$1,118,704 | \$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 began in October 2018; an environmental scoping meeting was conducted in August 2021. The properties impacted by the design alternatives have been identified. The City and Caltrans will soon decide on a preferred alternative(s).

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 | 06/30/22 |

Progress

This Quarter:

- (1) City Conducted an Environmental Scoping Meeting
- (2) City attended a Traffic Focused meeting with Caltrans
- (3) City updated the draft GeD
- (4) City responded to Caltrans' comments and updated the Fact Sheets
- (5) City continued working on the environmental studies and the project report

Future

Activities:

- (1) City to coordinate with Caltrans on the Design Support Decision Document.
- (2) City to coordinate with Caltrans on environmental studies
- (3) City to begin the first administrative draft of the environmental document

Issues:

PA/ED Completion was delayed due to revisions to the traffic studies

Funding :



| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|--------------------|-------------------|--------------------|--------------------------|
| SMCTA | \$3,550,000 | 92% | \$2,239,270 | 63% | \$3,550,000 | 92% |
| Others | | | | | | |
| Federal | | 0% | | 0% | | 0% |
| State | | 0% | | 0% | | 0% |
| City | \$300,000 | 8% | \$222,707 | 74% | \$300,000 | 8% |
| Total | \$3,850,000 | 100% | \$2,461,977 | 64% | \$3,850,000 | 100% |

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

Issues:

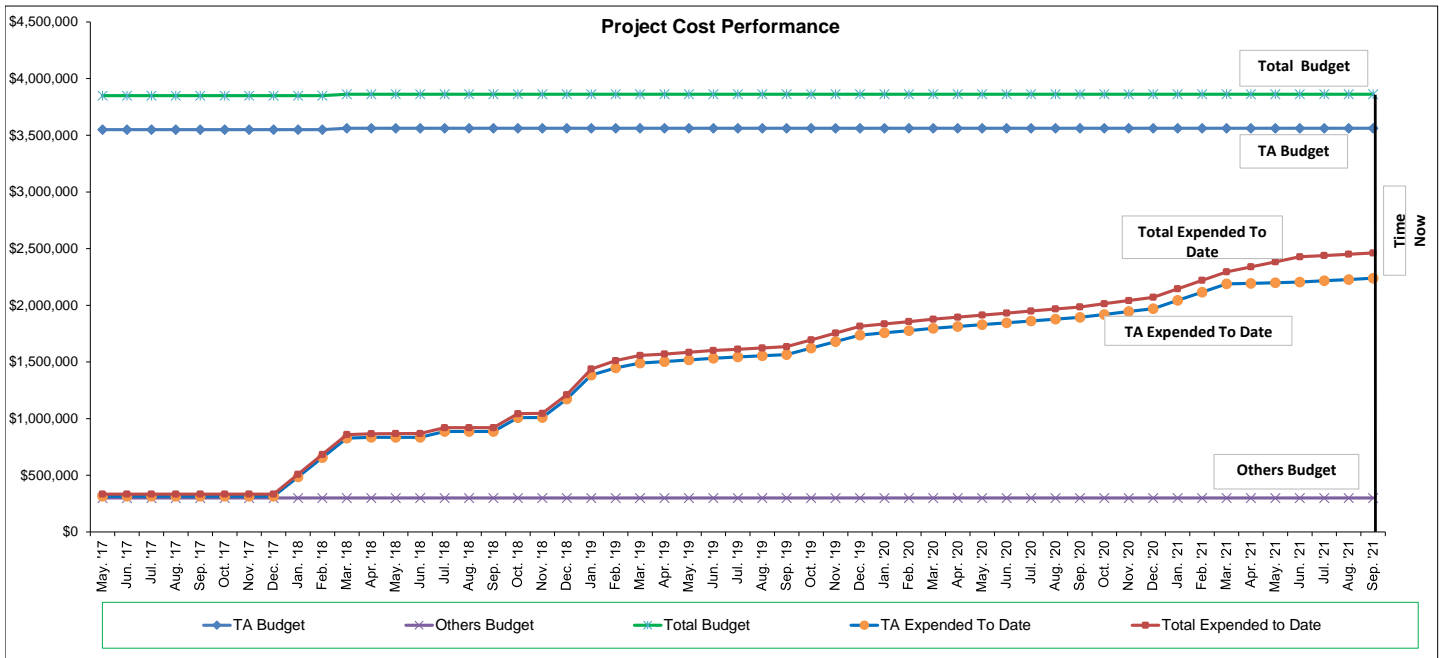
None

Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|--------------------|----------------------|------------------------|------------------------|
| TA | \$3,550,000 | \$2,239,270 | \$1,310,730 | \$3,550,000 | \$0 |
| Others | \$300,000 | \$222,707 | \$77,293 | \$300,000 | \$0 |
| Total Project | \$3,850,000 | \$2,461,977 | \$1,388,023 | \$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 HQ approved the package for Ready-To-List package. 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 landscaping final design.

Issues: None

Schedule: 

| Major Milestones: | Original Baseline | | Current Baseline (1/30/21) | | Current Forecast | |
|-------------------------|-------------------|----------|----------------------------|----------|------------------|----------|
| | Start | Finish | Start | Finish | Start | Finish |
| PS&E | 07/01/14 | 07/01/15 | 07/01/14 | 01/30/16 | 07/01/14 | 05/16/16 |
| Construction | 04/17/17 | 12/05/17 | 04/17/17 | 08/31/18 | 04/17/17 | 08/31/18 |
| Highway Planting Design | 09/01/19 | 07/30/20 | 09/01/19 | 06/30/21 | 09/01/19 | 01/30/21 |


Progress This Quarter:

- (1) City completed 95% PS&E Review.
- (2) City completed/received revalidation for environmental clearance for landscape work.
- (3) City received SMCTA approval for project funding.
- (4) City Performing on-going coordination with Caltrans for 82-92 Project Maintenance Agreement.

Future Activities:

- (1) Complete 100% landscaping PS&E.
- (2) Caltrans review and issue encroachment permit.
- (3) Review and execution of 82-92 Project Maintenance Agreement.
- (4) Review and execution of 82-92 Project Funding Agreement.

Issues: None

Funding: 

| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|---------------------|-------------------|---------------------|--------------------------|
| SMCTA | \$18,400,000 | 69% | \$17,260,554 | 94% | \$18,400,000 | 69% |
| Others | | | | | | |
| Federal | \$1,980,000 | 7% | \$1,980,000 | 100% | \$1,980,000 | 7% |
| State | \$5,050,000 | 19% | \$5,042,826 | 100% | \$5,050,000 | 19% |
| City | \$1,181,535 | 4% | \$1,181,535 | 100% | \$1,181,535 | 4% |
| Total | \$26,611,535 | 100% | \$25,464,915 | 96% | \$26,611,535 | 100% |

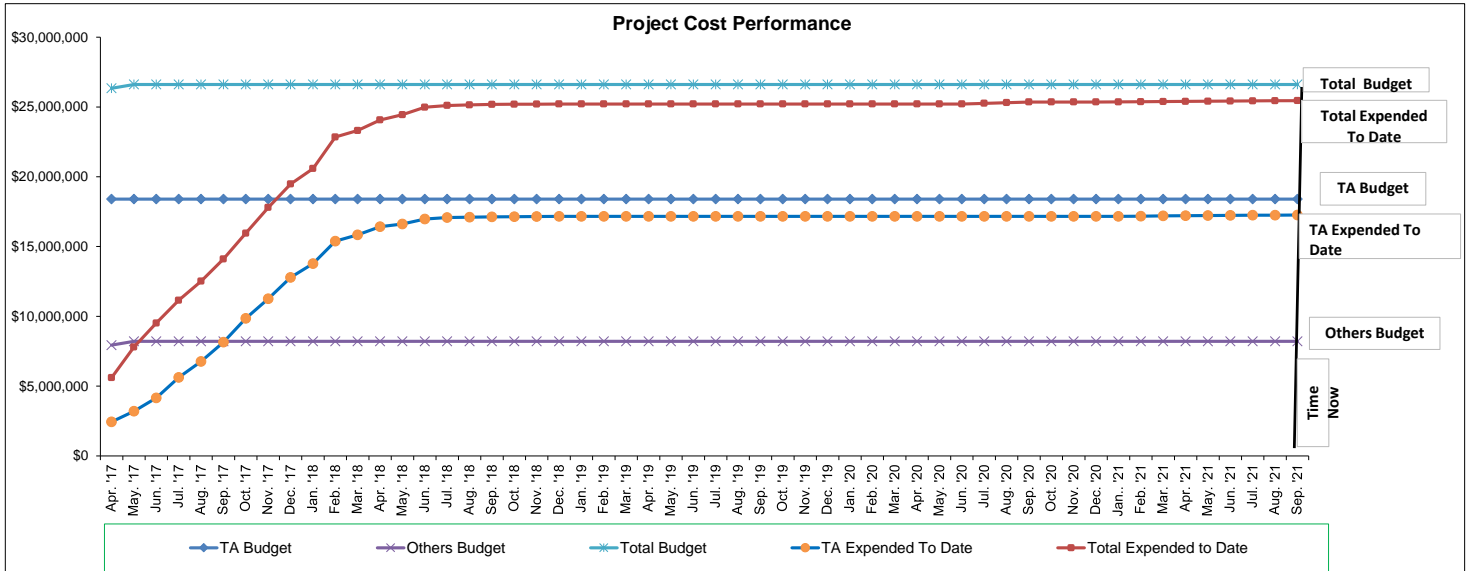
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|---------------------|----------------------|------------------------|------------------------|
| TA | \$18,400,000 | \$17,260,554 | \$1,139,446 | \$18,400,000 | \$0 |
| Others | \$8,211,535 | \$8,191,695 | \$19,840 | \$8,211,535 | \$0 |
| Total Project | \$26,611,535 | \$25,452,249 | \$1,159,286 | \$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 travel 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 of 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: None


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) City completed the PG&E undergrounding work
(2) City installed traffic signal and associated lighting
(3) City completed the entry structure and landscaping work

Future Activities: (1) City to complete remaining paving
(2) City to test and activate traffic signals
(3) City to conduct a ribbon cutting ceremony in October, 2021

Issues: None.

Funding: 

| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|--------------------|-------------------|--------------------|--------------------------|
| SMCTA | \$3,940,000 | 78% | \$2,769,461 | 70% | \$3,940,000 | 78% |
| Others | | | | | | |
| Federal | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| State | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| City | \$1,095,000 | 22% | \$828,000 | 76% | \$1,095,000 | 22% |
| Total | \$5,035,000 | 100% | \$3,597,461 | 71% | \$5,035,000 | 100% |

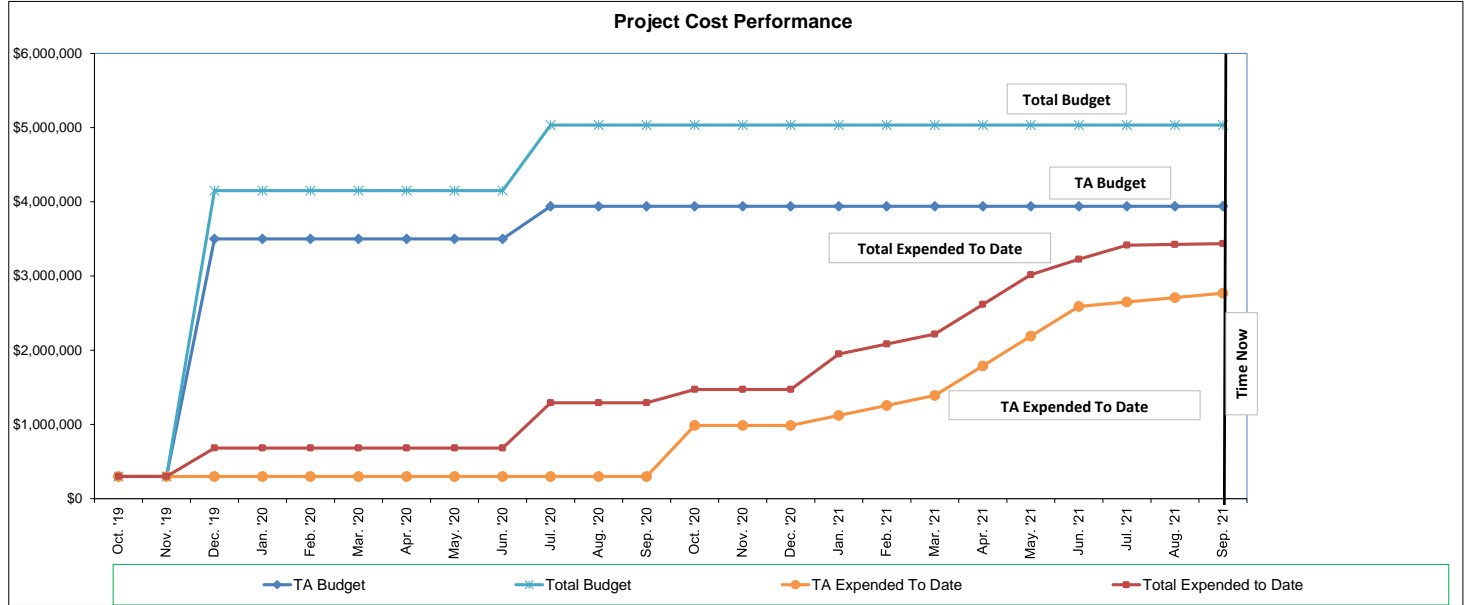
Note: Funding is \$300,000 for design and \$3,640,000 for construction

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 | \$2,769,461 | \$1,170,539 | \$3,940,000 | \$0 |
| Others | \$1,095,000 | \$828,000 | \$267,000 | \$1,095,000 | \$0 |
| Total Project | \$5,035,000 | \$3,597,461 | \$1,437,539 | \$5,035,000 | \$0 |



Issues:

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:

Submitted 100% PS&E to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

Issues:

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) City coordinated utility relocation with PG&E
- (2) City performed constructibility evaluation
- (3) City coordinated final PS&E review with Caltrans

Future Activities:

- (1) City to obtain approval of revised PS&E submittal from Caltrans
- (2) City to continue to work with PG&E to relocate gas and electric lines impacted by the project
- (3) City to obtain Caltrans' final encroachment permit

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 | \$438,500 | 41% | \$335,894 | 77% | \$438,500 | 41% |
| Others | | | | | | |
| Federal | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| State | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| City | \$634,500 | 59% | \$604,627 | 95% | \$634,500 | 59% |
| Total | \$1,073,000 | 100% | \$940,521 | 88% | \$1,073,000 | 100% |

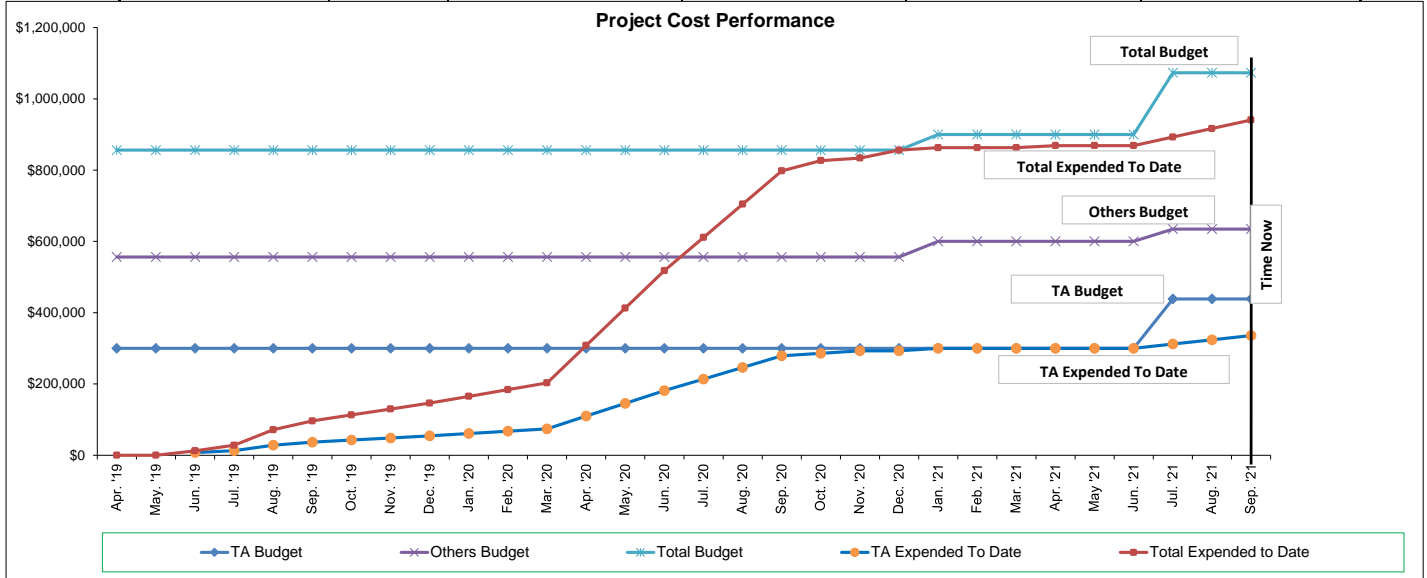
Issues:

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 | \$438,500 | \$335,894 | \$102,606 | \$438,500 | \$0 |
| Others | \$634,500 | \$604,627 | \$29,873 | \$634,500 | \$0 |
| Total Project | \$1,073,000 | \$940,521 | \$132,479 | \$1,073,000 | \$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 to the San Mateo/San Francisco County Line. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Approval/Environmental Document phase of the project will study the project alternatives and obtain approval of the environmental document.

Project Status Summary: A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the Project Approval & Environmental Document (PA&ED) phase of the corridor within San Mateo County (from I-380 to the San Mateo- San Francisco County line) and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. A Work Directive has been provided to the consultants to perform the PA/ED phase. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared.

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) Held Water Quality and Traffic related focus group meeting with Caltrans' functional groups
- (2) Incorporated Caltrans comments on the Geometrical Approval Drawings
- (3) Conducted community outreach meetings with the cities of Brisbane, South San Francisco as well as San Francisco County TA
- (4) Conducted an environmental scoping meeting
- (5) Conducted Project Development Team meeting with Caltrans and C/CAG
- (6) Continued to prepare draft project report and the environmental document
- (7) Prepared draft critical habitat maps and draft map of Area of Potential Effects

Future Activities:

- (1) Submit the revised Geometrical Approval Drawings
- (2) Submit draft Water Quality and Storm Water Data Report
- (3) Submit traffic forecast report
- (4) Submit draft Initial Site Assessment Report (Hazardous Materials Review report)
- (5) Prepare draft design exception document

Issues: None

Funding : 

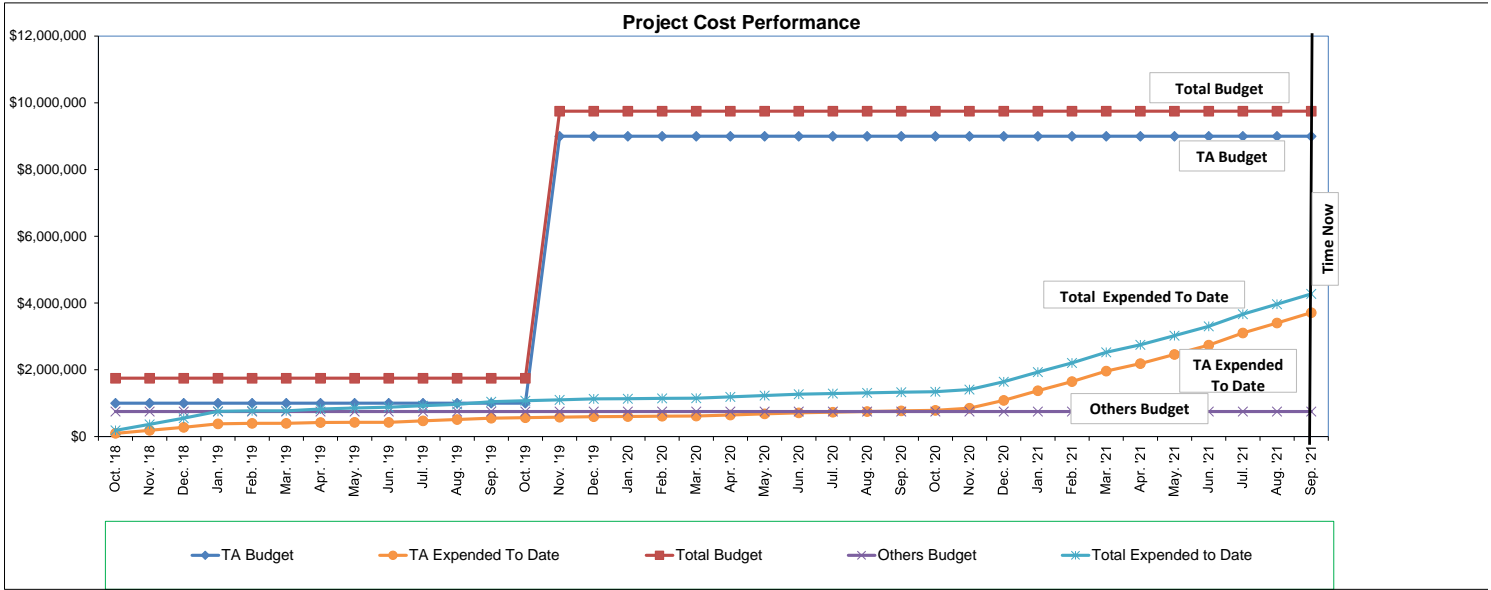
| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|------------------------|----------------------|------------------------|--------------------|-------------------|--------------------|--------------------------|
| SMCTA | \$9,000,000 | 92% | \$3,713,657 | 41% | \$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% | \$4,274,362 | 45% | \$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 | \$3,713,657 | \$5,286,343 | \$9,000,000 | \$0 |
| Others | \$750,000 | \$560,705 | \$0 | \$560,705 | \$189,295 |
| Total Project | \$9,750,000 | \$4,274,362 | \$5,286,343 | \$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: Co-Sponsor with C/CAG

Co-Sponsors: TA and C/CAG

Scope:  The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the 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. A Project Information Meeting is scheduled in May to provide an update to the communities.

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) Project Approval and Environmental Document was completed and executed on September 6, 2021

Future Activities: (1) Prepare PS&E Cooperative Agreement (Caltrans, C/CAG and SMCTA)

Issues: None

Funding: 

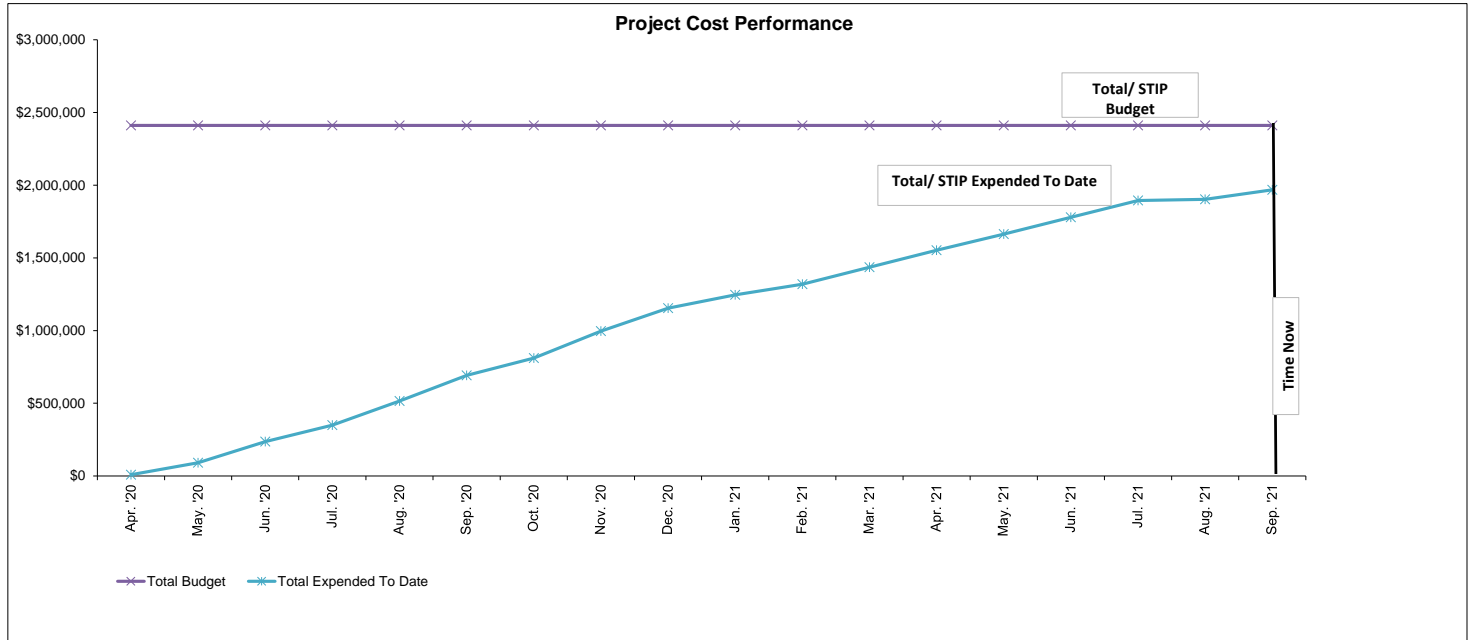
| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|--------------------|-------------------|--------------------|--------------------------|
| SMCTA | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| Others | | | | | | |
| Federal | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| State | \$2,411,000 | 100% | \$1,968,007 | 82% | \$2,411,000 | 100% |
| Cities | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| Total | \$2,411,000 | 100% | \$1,968,007 | 82% | \$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 | \$1,968,007 | \$442,993 | \$2,411,000 | \$0 |
| Total Project | \$2,411,000 | \$1,968,007 | \$442,993 | \$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. Traffic engineering studies and topographic survey work are underway.

Issues: None

Schedule: 

| Major Milestones: | Original Baseline | | Current Baseline (9/20) | | Current Forecast | |
|---|-------------------|----------|-------------------------|----------|------------------|----------|
| | Start | Finish | Start | Finish | Start | Finish |
| Technical Studies (Topographic and Traffic studies) | 01/01/21 | 12/31/21 | 01/01/21 | 12/31/21 | 01/01/21 | 11/30/21 |


Progress This Quarter:

- (1) Obtained approval of B2 Topographic Survey Report from Caltrans
- (2) Submitted revised traffic methodology and data memo for Caltrans' final approval
- (3) Submitted Topographic Survey package C for Caltrans' approval
- (4) Submitted TSAS (accident data report) report to Caltrans for review and approval

Future Activities:

- (1) Complete the topographic ABC process
- (2) Complete traffic data validation and obtain approval from Caltrans

Issues: None

Funding: 

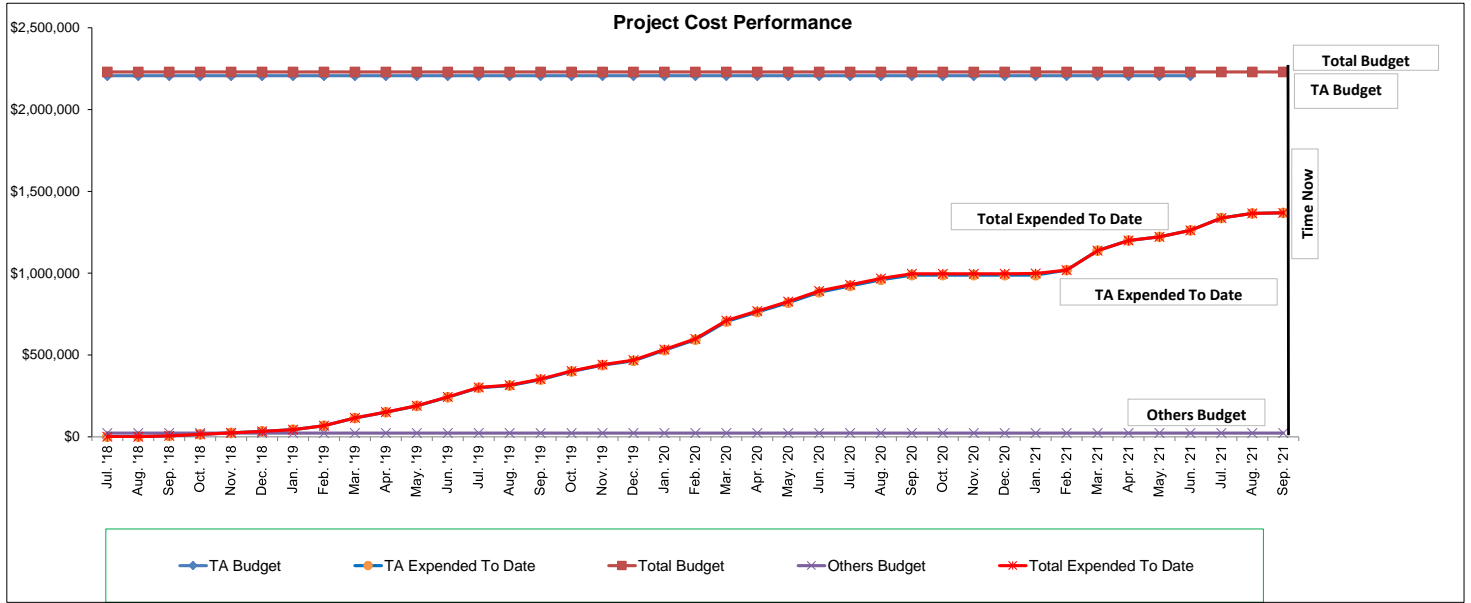
| | Current Contribution | Current % Contribution | Expended | % Expended of EAC | EAC | Estimated % Contribution |
|----------------|----------------------|------------------------|--------------------|-------------------|--------------------|--------------------------|
| SMCTA | \$2,207,000 | 99% | \$1,369,038 | 64% | \$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% | \$1,377,241 | 64% | \$2,163,000 | 100% |

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.

Budget:



| Cost Analysis: Project Level | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion | Variance at Completion |
|------------------------------|-------------------------|--------------------|----------------------|------------------------|------------------------|
| TA | \$2,207,000 | \$1,369,038 | \$771,653 | \$2,140,691.03 | \$66,309 |
| Others | \$23,000 | \$8,202 | \$14,107 | \$22,309 | \$691 |
| Total Project | \$2,230,000 | \$1,377,241 | \$785,759 | \$2,163,000 | \$67,000 |



Issues: None

Level 2 Projects
Caltrain-Grade
Separation









25th Avenue Grade Separation

JPB Proj No. **002088**

TA Proj No. **00812**

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

| Quarter | Safety | Schedule | Budget | Funding |
|----------|---|---|---|---|
| Current | G  | Y  | G  | G  |
| Previous | G  | Y  | G  | G  |

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|--------------|-------------------|------------|
| 98.8% | N/A | 100% |

1. The schedule had slipped due to continued design issues and the lack of labor available to the contractor to perform the work. Additionally, materials for extra work were delayed. Further, the contractor has not completed some base contract work.

SCOPE Summary

This project will raise the vertical alignment and provide grade separations between Hillsdale Boulevard and SR-92 in the City of San Mateo, including:

- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

The work included the final design/environmental (CEQA and NEPA) clearance work and construction to replace the existing 25th Avenue at-grade crossing with a two-track elevated grade separation. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues and will allow for new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues in San Mateo, California.

Project Manager: Andy Kleiber
 Principal Designer: HDR Engineering, Inc.
 Const. Contractor: Shimmick/Disney Joint Venture

Table 2. SAFETY INCIDENTS

| Safety Incidents by type | This Quarter | Total to Date |
|--------------------------|--------------|---------------|
| Type I incidents | 0 | 16 |
| Type II Incidents | 0 | 2 |

25th Avenue Grade Separation

JPB Proj No.

002088

TA Proj No.

00812

Table 3. MILESTONE SCHEDULE

| Milestones | Baseline Completion | Est. or Actual Completion | Variation (days) | Change Prev. Quarter |
|-------------------------|---------------------|---------------------------|------------------|----------------------|
| | (A) | (B) | (C=A-B) | (D) |
| Preliminary 35% Design | 07/20/15 | 07/20/15 | 0 | 0 |
| 65% Design | 01/28/16 | 01/28/16 | 0 | 0 |
| 95% Design | 07/25/16 | 07/25/16 | 0 | 0 |
| 100% Design | 10/26/16 | 10/26/16 | 0 | 0 |
| IFB | 12/09/16 | 12/09/16 | 0 | 0 |
| Award | 07/06/17 | 07/06/17 | 0 | 0 |
| LNTP | 08/10/17 | 08/10/17 | 0 | 0 |
| NTP | 12/08/17 | 12/08/17 | 0 | 0 |
| 28th Ave Opening Date | 03/15/21 | 03/15/21 | 0 | 0 |
| Station Opening | 04/26/21 | 04/26/21 | 0 | 0 |
| Construction Completion | 09/10/21 | 11/30/21 | -81 | -81 |
| Project Finish | 11/01/21 | 01/31/22 | -91 | -91 |

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

| Type of Work | Budget | | | Estimate at Completion (D) | Variation | |
|-------------------------|--------------|----------------|----------------|-------------------------------|-------------|------------|
| | Original | Changes | Current | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | | (E=C-D) | (F=E/C) |
| Engineering | 2,410 | 5,860 | 8,270 | 8,270 | 0 | 0% |
| ROW/Utilities | 0 | 35,296 | 35,296 | 35,296 | 0 | 0% |
| Construction | 0 | 122,668 | 122,668 | 122,668 | 0 | 0% |
| CM & DSDC | 0 | 17,885 | 17,885 | 18,201 | -316 | -2% |
| Administration | 1,676 | 11,324 | 13,000 | 13,000 | 0 | 0% |
| Procurement | 0 | 24 | 24 | 24 | 0 | 0% |
| Oper. Support | 45 | 8,075 | 8,120 | 8,120 | 0 | 0% |
| Subtotals | 4,131 | 201,132 | 205,263 | 205,579 | -316 | 0% |
| Unallocated Contingency | 372 | 265 | 637 | 322 | 316 | 50% |
| Grand Totals | 4,503 | 201,397 | 205,900 | 205,900 | 0 | 0% |

Table 5. FUNDING (in thousands of \$)

| Fund Source | Type | Board Approved | | | Activated Funding (D) | Unactivated Amount (E=C-D) |
|---------------------|-------|----------------|----------------|----------------|--------------------------|-------------------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| SMCTA | Local | 3,700 | 94,100 | 97,800 | 97,800 | 0 |
| State (Section 190) | State | | 10,000 | 10,000 | 10,000 | 0 |
| State (CAHSA) | State | | 84,000 | 84,000 | 84,000 | 0 |
| City of San Mateo | Local | 1,000 | 13,100 | 14,100 | 14,100 | 0 |
| Totals | | 4,700 | 201,200 | 205,900 | 205,900 | 0 |

25th Avenue Grade Separation

JPB Proj No.

002088

TA Proj No.

00812

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

| Risk Title | Responsibility Status | Mitigation | Impact Bud/Sched | Likelihood |
|-------------------------------------|---|--|------------------|------------|
| Extend time to complete changes. | SDJV/JPB | JPB is limiting scope where possible. | \$ 100 | Med |
| | Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design. | | | |
| Additional Changes (Design Related) | JPB/HDR | Working with HDR to resolve and looking for ways to not have SDJV do the work. | \$ 750 | Med |
| | Continuing to find design issues requiring changes. | | | |
| Extent of Changes/Covid 19 | JPB | Need to negotiate with Contractor a global settlement | \$ 3,700 | Med |
| | Rejected the RFC. | | | |

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

| Issue Title | Responsibility Status | Action | Resolution Date |
|---|---|---|-----------------|
| Delays due to design issues and labor availability. | HDR & SDJV | HDR is working on design solutions; SDJV is attempting to add more crews. | 10/30/2021 |
| | JPB is tracking issues that are potentially the result of errors/omissions. | | |
| Covid 19/Number of Changes. | SDJV | SDJV will need to respond. | 10/30/2021 |
| | JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim. | | |

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Completed drainage and irrigation north of 25th Ave.
2. Power for pump station at 31st Ave.
3. Completed various punch list items, access from Curiosity Way at Hillsdale Station.
4. Conducted Ribbon Cutting Ceremony on September 17, 2021.
5. Working on remaining work items such as grading and landscaping of the slopes of the MSE walls north of 25th Avenue to Borel Creek and miscellaneous drainage and ramp modifications.

NEXT KEY ACTIVITIES (top 5)

1. Complete punchlist items.
2. JPB will meet with the Executive Management of the Shimmick/Disney JV by the end of October to discuss negotiating a consolidated resolution to all outstanding commercial issues required to close out the contract.
3. Work on closing out issues.
4. Complete the construction phase.

PROJECT NOTES

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Although currently \$4.1M is allocated for the Parking Track construction, this scope will eventually be removed from the project and delivered under separate project.
3. The remaining \$2.3M of unactivated funds from the City of San Mateo was activated in this quarter.

25th Avenue Grade Separation

JPB Proj No.

002088

TA Proj No.

00812

PROJECT PHOTOS



Photo 1 - 31st Ave. Looking East



Photo 2 - Pump Station Testing



Photo 3 - New Driveway for Bike Path



Photo 4 - 25th Ave. Opening









Burlingame Broadway Grade Separation

JPB Proj No. **100244**

TA Proj No. **00813**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

| Quarter | Safety | Schedule | Budget | Funding |
|----------|---|---|---|---|
| Current | G  | R  | G  | G  |
| Previous | G  | Y  | G  | G  |

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|--------------|-------------------|------------|
| 2.7% | N/A | 100% |

1. The City of Burlingame is questioning JPB's decision to use the Center Boarding Platform alternative related to the Value Engineering Option 3.

SCOPE Summary

This project will grade separate the Broadway railroad crossing in the City of Burlingame by partially elevating the rail and partially depressing the roadway. The elevated rail alignment will require the reconstruction of the Broadway Caltrain Station. Reconstruction of the Broadway Caltrain Station will remove the operational requirement of the hold-out rule.

Currently the project is funded up to "Final Design" phase. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

Project Manager: Alex Acenas
 Principal Designer: Mark Thomas
 Const. Contractor: NA

Table 2. SAFETY INCIDENTS

| Safety Incidents by type | This Quarter | Total to Date |
|--------------------------|--------------|---------------|
| Type I incidents | 0 | 0 |
| Type II Incidents | 0 | 0 |

Burlingame Broadway Grade Separation

JPB Proj No. **100244**

TA Proj No. **00813**

Table 3. MILESTONE SCHEDULE

| Milestones | Baseline Completion | Est. or Actual Completion | Variation (days) | Change Prev. Quarter |
|--|---------------------|---------------------------|------------------|----------------------|
| | (A) | (B) | (C=A-B) | (D) |
| Project Start | 12/18/17 | 12/18/17 | 0 | 0 |
| Preliminary Design 35% | 06/28/19 | 06/28/19 | 0 | 0 |
| DCE application to FTA for NEPA clearance | 01/31/20 | 01/31/20 | 0 | 0 |
| Environmental Clearance | 03/31/20 | 03/31/20 | 0 | 0 |
| Final Design Award | 11/05/20 | 11/05/20 | 0 | 0 |
| Final Design NTP | 01/04/21 | 01/04/21 | 0 | 0 |
| Burlingame/Broadway Paralleling Station - PS-3 MOU | 09/02/21 | 09/02/21 | 0 | 0 |
| Finish Value Engineering Work | 08/30/21 | 10/31/21 | -62 | -62 |
| 65% Design | 01/03/22 | 01/03/22 | 0 | 0 |
| 95% Design | 01/02/23 | 01/02/23 | 0 | 0 |
| All Permits Received | 07/25/23 | 07/25/23 | 0 | 0 |
| Final Design IFB | 09/30/23 | 09/30/23 | 0 | 0 |
| Utility Relocation Complete | 12/31/23 | 12/31/23 | 0 | 0 |
| Construction Award | 03/31/24 | 03/31/24 | 0 | 0 |
| Construction NTP | 04/01/24 | 04/01/24 | 0 | 0 |
| Construction Complete | 07/31/27 | 07/31/27 | 0 | 0 |
| Project Finish | 10/31/27 | 10/31/27 | 0 | 0 |

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

| Type of Work | Budget | | | Estimate at Completion | Variation | |
|-------------------------|--------------|---------------|---------------|------------------------|-----------|------------|
| | Original | Changes | Current | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | (D) | (E=C-D) | (F=E/C) |
| Engineering | 2,975 | 14,300 | 17,275 | 17,275 | 0 | 0% |
| ROW/Utilities | 80 | 20 | 100 | 100 | 0 | 0% |
| Construction | | 0 | 0 | 0 | 0 | |
| CM & DSDC | | 100 | 100 | 100 | 0 | 0% |
| Administration | 901 | 2,899 | 3,800 | 3,800 | 0 | 0% |
| Procurement | | 0 | 0 | 0 | 0 | |
| Oper. Support | 164 | 401 | 565 | 565 | 0 | 0% |
| Subtotals | 4,120 | 17,720 | 21,840 | 21,840 | 0 | 0% |
| Unallocated Contingency | 230 | 2,318 | 2,548 | 2,548 | 0 | 0% |
| Grand Totals | 4,350 | 20,038 | 24,388 | 24,388 | 0 | 0% |

Estimate at Completion in this table applies only to scope that has approved budget.

Burlingame Broadway Grade Separation

JPB Proj No. **100244**

TA Proj No. **00813**

Table 5. FUNDING (in thousands of \$)

| Fund Source | Type | Board Approved | | | Activated Funding | Un-activated Amount |
|---------------------------------|-------|----------------|---------------|---------------|-------------------|---------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| SMCTA Cap Contr | Local | 4,550 | 18,863 | 23,413 | 23,413 | 0 |
| City of Burlingame MOU Grad Sep | Other | 1,500 | 500 | 2,000 | 2,000 | 0 |
| Totals | | 6,050 | 19,363 | 25,413 | 25,413 | 0 |

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

| Risk Title | Responsibility Status | Mitigation | Impact Bud/Sched | Likelihood |
|------------|-----------------------|------------|------------------|------------|
| None. | ----- | | \$ - | Med |

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

| Issue Title | Responsibility Status | Action | Resolution Date |
|---|---|--|-----------------|
| 1. VE Option #3: Center vs side boarding platform | Alex A, Caltrain PM ----- On 9/29/21, City of Burlingame responded to Caltrain's 8/2/21 email that responded to PW Asst. Dir. Art Morimoto's 6/8/21 email outlining City's concern re impacts of center boarding platform design. | A meeting with the SMCTA, Burlingame and JPB is scheduled on 10/15/21 to discuss next steps toward resolving this issue. | TBD |

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Met with the City and the TA to resolve the issue of VE Option #3.
2. Agreed upon VE Options 1, 2 4 & 5 with City of Burlingame and proceed to 65% design.
3. Consider engineering design alternatives to preclude impacting Easton Creek while allowing for a center boarding platform.
4. Finalized bus stop locations at Broadway station.
5. Continued geotechnical investigation, analysis of Easton Creek and Sanchez Creek hydraulics and design development on those elements of the project that are not impacted by VE Options.

NEXT KEY ACTIVITIES (top 5)

1. Proceed to 65% design.
2. Revise the baseline schedule to allow succeeding milestones to be completed on time.

PROJECT NOTES

None.

Burlingame Broadway Grade Separation

JPB Proj No. 100244

TA Proj No. 00813

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)









South San Francisco Station Improvement Project

JPB Proj No. **002146**

TA Proj No. **00824**

Table 1. Status Summary and Total Project Performance

Project Phase: **Construction/Implementation**

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

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|--------------|-------------------|------------|
| 96.8% | N/A | 91% |

SCOPE Summary

This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700 foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco (CSSF).

Key elements of the project include:

1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

Project Manager: Hubert Chan
 Principal Designer: RSE
 Const. Contractor: ProVen Management, Inc.

Table 2. SAFETY INCIDENTS

| Safety Incidents by type | This Quarter | Total to Date |
|--------------------------|--------------|---------------|
| Type I incidents | 0 | 22 |
| Type II Incidents | 0 | 2 |

South San Francisco Station Improvement Project

JPB Proj No. **002146**

TA Proj No. **00824**

Table 3. MILESTONE SCHEDULE

| Milestones | Baseline Completion | Est. or Actual Completion | Variation (days) | Change Prev. Quarter |
|--|---------------------|---------------------------|------------------|----------------------|
| | (A) | (B) | (C=A-B) | (D) |
| Adv | 04/12/17 | 04/12/17 | 0 | 0 |
| Bid Opening | 06/12/17 | 06/12/17 | 0 | 0 |
| Award | 08/03/17 | 08/03/17 | 0 | 0 |
| LNTF | 10/09/17 | 10/09/17 | 0 | 0 |
| NTP | 03/06/18 | 03/06/18 | 0 | 0 |
| Project status update to JPB CAC | 09/15/21 | 09/15/21 | 0 | 0 |
| Project status update to TA CAC (Citizen Advisory Committee) | 10/05/21 | 10/05/21 | 0 | 0 |
| Project status update to TA Board | 10/07/21 | 10/07/21 | 0 | 0 |
| Construction Complete | 11/30/21 | 11/30/21 | 0 | 0 |
| Station Opening | 01/10/22 | 01/10/22 | 0 | 5 |
| Closeout | 03/31/22 | 03/31/22 | 0 | 0 |

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

| Type of Work | Budget | | | Estimate at Completion | Variation | |
|-------------------------|---------------|---------------|---------------|------------------------|--------------|------------|
| | Original | Changes | Current | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | | (D) | (E=C-D) |
| Engineering | 3,227 | -457 | 2,770 | 2,770 | 0 | 0% |
| ROW/Utilities | 200 | 6,240 | 6,440 | 6,440 | 0 | 0% |
| Construction | 37,000 | 23,210 | 60,210 | 51,900 | 8,310 | 14% |
| CM & DSDC | 4,432 | 9,358 | 13,790 | 13,790 | 0 | 0% |
| Administration | 3,018 | 5,282 | 8,300 | 8,300 | 0 | 0% |
| Procurement | 0 | 155 | 155 | 155 | 0 | 0% |
| Oper. Support | 1,656 | 2,454 | 4,110 | 4,110 | 0 | 0% |
| Subtotals | 49,533 | 46,242 | 95,775 | 87,465 | 8,310 | 9% |
| Unallocated Contingency | 6,767 | -5,942 | 825 | 910 | -85 | -10% |
| Grand Totals | 56,300 | 40,300 | 96,600 | 88,375 | 8,225 | 9% |

South San Francisco Station Improvement Project

JPB Proj No. 002146

TA Proj No. 00824

Table 5. FUNDING (in thousands of \$)

| Fund Source | Type | Board Approved | | | Activated Funding (D) | Un-activated Amount (E=C-D) |
|-------------------------------------|---------|----------------|---------------|---------------|--------------------------|--------------------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| Capital fund from operations source | Other | | 1,300 | 1,300 | 1,300 | - |
| SMCTA Cap Contr to JPB/SAMTR | Other | 49,100 | (5,028) | 44,072 | 44,572 | (500) |
| CA-2017-057-01 | Federal | | 38,828 | 38,828 | 38,828 | - |
| CSSF MOU-SSF Caltrain Station | Local | 5,900 | 6,500 | 12,400 | 9,900 | 2,500 |
| Totals | | 55,000 | 41,600 | 96,600 | 94,600 | 2,000 |

Table 6. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

| Risk Title | Responsibility Status | Mitigation | Impact Bud/Sched | Likelihood |
|--|---|---|------------------|------------|
| Construction sequence and methods for Ramps 3, 2, 1 and Underpass. | Hubert Chan | Claim has been negotiated with PMI | \$ 10,000 | Med |
| | Resolved | | | |
| PG&E Permanent Power | Hubert Chan | 101 off ramp to Poletti Way will remain closed until power is provided to the traffic light | \$ 40 | Med |
| | PG&E has provided permanent power to the new station (Resolved). Traffic light on Poletti Way still needs permanent power | | | |
| Calwater Permanent Connection | Hubert Chan | Calwater provided water for landscaping to the new station | \$ - | Med |
| | Resolved | | | |

Table 7. NOTABLE ISSUES (Top 5 in order of priority)

| Issue Title | Responsibility Status | Action | Resolution Date |
|--|--|--|-----------------|
| 1. West Plaza flat-work finish | Hubert Chan | Re-finish mockup constructed and approved - Re-finish flat work | 11/12/2021 |
| | Re-finish underway | | |
| 2. West Plaza flat-work missing expansion joints | Hubert Chan | Provide Extended Warranty from the contractor to the City of South San Francisco | TBD |
| | Extended Warranty for flatwork under negotiation | | |
| 3. Underpass roof water leaks | Hubert Chan | Patch roof leaks | 11/29/2021 |
| | Awaiting proposal from contractor on repair | | |
| 4. Ramp 1 ADA slope issue | Hubert Chan | Re-build Ramp 1 if out of compliance | TBD |
| | Remeasuring slopes to ensure compliance to ADA standards | | |

South San Francisco Station Improvement ProjectJPB Proj No. **002146**TA Proj No. **00824****KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Ramp 3: Completed tile installation, began installation of guard rails and continued landscaping at West Plaza
2. Ramp 2/Stair 2: Completed tile installation, applying anti-graffiti coating and placing rebar for topping slab. began installation of guard rails.
3. Ramp 1/Stair 1: Completed Ramp 1 wall form, poured Stair 1, installed hand rails, applied anti-graffiti coating, completed dewatering and installed tiles.
4. Poletti Way: Completed side walk and bus pad, graded curb and gutter and installed of pedestrian traffic light.
5. Pedestrian Underpass: Continued resolving water leak.

NEXT KEY ACTIVITIES (top 5)

1. Ramp 3: Complete installation of guard rails and continue landscaping at West Plaza.
2. Ramp 2/Stair 2: Complete guard rails installation at Ramp 2.
3. Poletti Way: Wait for PG&E to provide power to pedestrian traffic light.
4. Pedestrian Underpass: Resolve water leak.

PROJECT NOTES

1. In July, the TA Board provided additional funding which was approved by the JPB Board for \$25M to cover the project cost overruns.
2. Train stops were relocated to the new station platform on September 20, 2021.
3. EAC was revised this quarter.

South San Francisco Station Improvement Project

JPB Proj No. 002146

TA Proj No. 00824

PROJECT PHOTOS



Photo 1 - New platform looking south

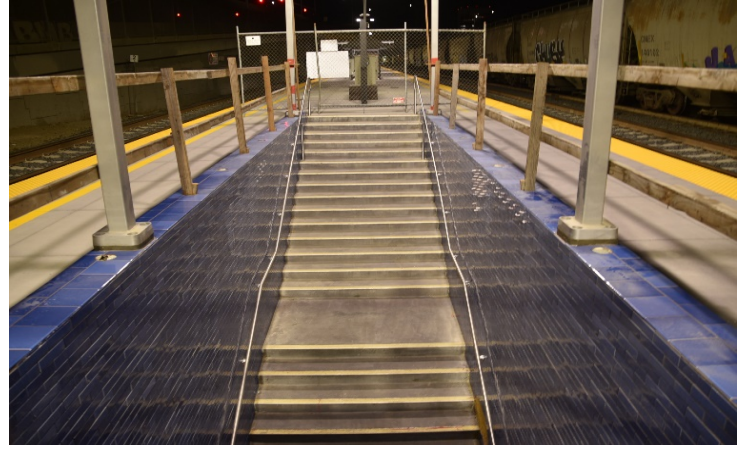


Photo 2 - Stair 2 looking north

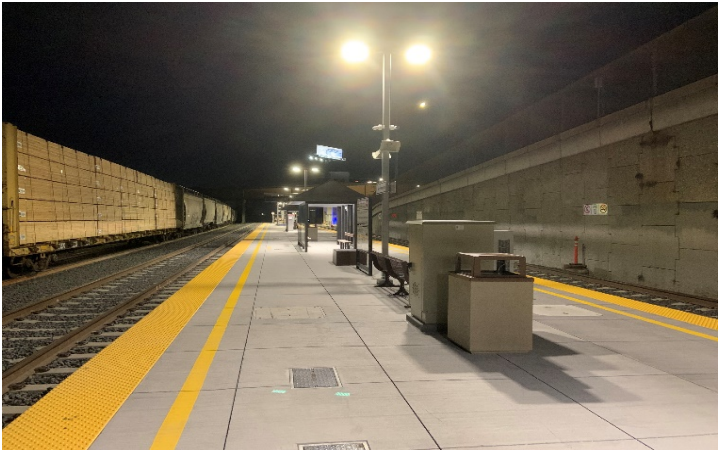


Photo 3 - Station Platform

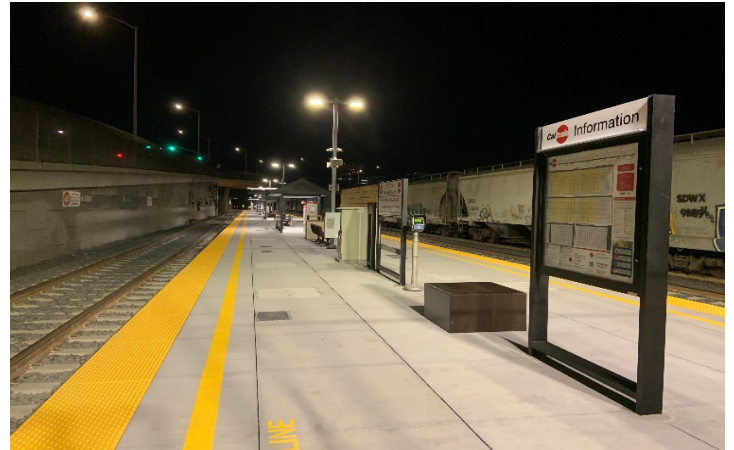


Photo 4 - Station Platform South End incl Box Covering PCEP Foundation




South Linden Avenue and Scott Street Grade Separation

JPB Proj No. 002152

TA Proj No. 00814

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

| Quarter | Schedule | Budget | Funding |
|----------|---|---|---|
| Current | G  | G  | G  |
| Previous | N/A | N/A | N/A |

PROJECT SCOPE Summary

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other.

The Cities of South San Francisco and San Bruno are co-sponsors of the Project.

PLANNING SCOPE Summary

Staff of the two cities will provide input on alternatives as well as existing data on infrastructure maintained by the cities. City staff will also facilitate and participate in public outreach efforts. The JPB will be the implementing agency and will contract with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue.

The Project Study Report for the South Linden Avenue grade separation shall build upon previously completed studies, updating them with current data and revised project alternatives accounting for current site conditions. The previously-completed studies proposed to grade separate South Linden Avenue and Scott Street as part of larger projects and site conditions have since changed.

The scope of work will explore alternatives for the grade separation of two tracks per the JPB adopted Service Vision, while not precluding the feasibility of an eventual four-track grade separation, per the High Growth Scenario examined by the Business Plan. At least one alternative will be a two-track alternative that preserves Scott Street as a through street for motor vehicles, something that was not explored in the previous studies.

Project Manager: Melissa Reggiardo
 Study Consultant: AECOM
 Sponsors: Cities of South San Francisco and San Bruno

Table 2. MILESTONE SCHEDULE

| Milestones | Baseline Completion | Completion (A = Actual) | Variation (days) | Δ Prev Quarter |
|---|---------------------|-------------------------|------------------|----------------|
| | (A) | (B) | (C=A-B) | (D) |
| Draft PSR | 01/31/21 | 01/31/21 | 0 | 0 |
| Final PSR | 04/30/21 | 04/30/21 | 0 | 0 |
| Project Approval & Environmental Document (PA&ED) | 10/31/24 | 10/31/24 | 0 | 0 |
| Plans, Specs & Estimate (PS&E) (Final Design) | 04/30/28 | 04/30/28 | 0 | 0 |
| Utility Relocations | 10/31/29 | 10/31/29 | 0 | 0 |
| ROW/Easements | 04/30/30 | 04/30/30 | 0 | 0 |
| Begin Construction | 10/31/30 | 10/31/30 | 0 | 0 |
| Complete Construction | 09/01/33 | 09/01/33 | 0 | 0 |

South Linden Avenue and Scott Street Grade Separation

JPB Proj No. 002152

TA Proj No. 00814

Table 3. PROJECT BUDGET, COST, and EAC (thousands of \$)

| | Budget | | | Estimate at Completion (EAC) (D) | Variation | |
|---------------|------------|-----------|------------|-------------------------------------|-----------|------------|
| | Original | Changes | Current | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | | (E=C-D) | (F=E/C) |
| Totals | 750 | 60 | 810 | 810 | 0 | 0% |

Table 4. FUNDING (thousands of \$)

| Fund Source | Type | Board Approved | | | Activated Funding (D) | Un-activated Amount (E=C-D) |
|-----------------------------|-------|----------------|----------|------------|--------------------------|--------------------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| San Mateo County TA | Local | 650 | | 650 | 650 | 0 |
| City of San Bruno | Local | 60 | | 60 | 60 | 0 |
| City of South San Francisco | Local | 100 | | 100 | 100 | 0 |
| Totals | | 810 | 0 | 810 | 810 | 0 |

Table 5. NOTABLE ISSUES (Top 5 in order of priority)

| Issue Title | Responsibility Status | Action | Resolution Date |
|---|---|--|-----------------|
| Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue | Melissa Reggiardo ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph. | The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases. | TBD |

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Complete financial close-out of the planning study.
2. Schedule meetings with the cities and TA to clarify roles and responsibilities and the process and timing to establish agreements. The Cities also need to plan for a monetary request to the TA for PE/Environmental.
3. Discuss with C&P to clarify procurement strategy.

NEXT KEY ACTIVITIES (top 5)

1. Continue to meet with the Cities to establish roles and responsibilities that will be rolled into a four-party agreement.

PROJECT NOTES




Whipple Avenue Grade Separation

JPB Proj No. **100410**

TA Proj No. **100277**

Table 1. Status Summary and Total Project Performance

Project Phase: **Planning**

| Quarter | Schedule | Budget | Funding |
|----------|---|---|---|
| Current | G  | G  | G  |
| Previous | N/A | N/A | N/A |

The overarching schedule has been delayed due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule is currently being adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in communities of concern. The JPB is expected to approve the additional budget at the October Board meeting. Details of the amended MOU are being discussed, including timeline.

PROJECT SCOPE Summary

A potential grade separation at Whipple Avenue in Redwood City is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, accommodate greater frequency of Caltrain service, and the eventual addition of high-speed rail service. Whipple Avenue is not the only at-grade crossing in Redwood City, however, and thus a potential grade separation at Whipple Avenue is being studied with potential grade separations at Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. There is a high likelihood that multiple streets could be integrated into one grade separation project.

PLANNING SCOPE Summary

The Whipple Avenue Grade Separation Planning Study builds upon previously completed studies. The alternatives analysis and design work in this Study considers and incorporates where appropriate, design work done in the 2009 Footprint Study for the six at grade crossings mentioned above. The scope of work also focuses on alternatives for grade separation that accommodate a four track station to allow for transfers between Caltrain local and express trains, as well as for the future high-speed rail service, per the Long-Range 2040 Service Vision. Much consideration is also being given to multiple near-term development projects in close vicinity to the potential grade separations and station expansion as additional land adjacent to the Corridor is needed to ensure the viability of the future transit infrastructure projects. Given the complexity of the planning context in the vicinity of the potential grade separations, there may be multiple alternatives selected as preferred at the end of the Study, unless there is strong preference for just one.

Redwood City serves as the Project Sponsor for the Study, providing input on the alternatives and informing the Study in terms of new development in close proximity to the potential grade separations. City staff are the public face of the project, and help promote, facilitate and participate in public outreach efforts in coordination with the JPB. The JPB is the implementing agency and contracts with AECOM, the project consultant, to conduct the planning work and to prepare a project report upon completion of the scope of work.

Project Manager: Melissa Reggiardo

Study Consultant: AECOM

Sponsors: City of Redwood City

Whipple Avenue Grade Separation

JPB Proj No. 100410

TA Proj No. 100277

Table 2. MILESTONE SCHEDULE

| Milestones | Baseline Completion | Completion (A = Actual) | Variation (days) | Δ Prev Quarter |
|--|---------------------|-------------------------|------------------|----------------|
| | (A) | (B) | (C=A-B) | (D) |
| Project Coordination | 08/31/20 | 08/31/20 | 0 | 0 |
| Set-Up Work Directive | 09/15/18 | 09/15/18 | 0 | 0 |
| Project Kick-Off/Mobilization | 09/30/18 | 09/30/18 | 0 | 0 |
| Data Collection | 01/31/19 | 01/31/19 | 0 | 0 |
| Review of Previous Studies | 01/31/19 | 01/31/19 | 0 | 0 |
| Alternative Development and Screening Criteria | 12/31/19 | 12/31/19 | 0 | 0 |
| Alternative Analysis and Recommendation | 03/31/20 | 03/31/20 | 0 | 0 |
| Draft Report Production | 06/30/20 | 06/30/20 | 0 | 0 |
| Final Report Production | 08/31/20 | 08/31/20 | 0 | 0 |

Table 3. PROJECT BUDGET, COST, and EAC (in thousands of \$)

| | Budget | | | Estimate at Completion (EAC) | Variation | |
|---------------|------------|----------|------------|------------------------------|-----------|------------|
| | Original | Changes | Current | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | (D) | (E=C-D) | (F=E/C) |
| Totals | 850 | 0 | 850 | 850 | 0 | 0% |

Table 4. FUNDING (in thousands of \$)

| Fund Source | Type | Board Approved | | | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|------------|-------------------|---------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | (D) | (E=C-D) |
| San Mateo County TA | Local | 750 | 0 | 750 | 750 | 0 |
| City of Redwood City | Local | 100 | 0 | 100 | 100 | 0 |
| Totals | | 850 | 0 | 850 | 850 | 0 |

Whipple Avenue Grade Separation

JPB Proj No. **100410**

TA Proj No. **100277**

Table 5. NOTABLE ISSUES (Top 5 in order of priority)

| ID – Issue Title | Responsibility Status | Action | Resolution Date |
|--|---|---|-----------------|
| Difficult to obtain feedback from the communities around the southern at-grade crossings | Jessica Manzi (Redwood City) Redwood City has requested and received additional funding from SMCTA for additional, more targeted outreach in these communities of concern. | The consultant scope of work and budget will be updated with additional outreach activities with JPB approval of the capital budget amendment in October. | 10/7/2021 |

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Prepared to ask for a capital budget amendment for the additional funding at the Oct 2021 JPB Board meeting.
2. Coordinated with the City and consultant to identify scope and budget for additional targeted outreach work.
3. Assisted Redwood City as needed in preparing the request for additional funding from SMCTA.

NEXT KEY ACTIVITIES (top 5)

1. Amend the consultant's work directive to reflect the additional scope & budget if approved by the SMCTA.
2. Kick off additional outreach work with targeted community outreach scheduled for the fall timeframe.
3. Request for additional funding at the Oct 2021 JPB Board meeting.

PROJECT NOTES

Watkins Ave Grade Crossing Safety Improvements
(formerly Atherton Station Closure)

JPB Proj No. **100522**

TA Proj No. **100579**

Table 1. Status Summary and Total Project Performance

Project Phase: **Final Design**

| Month | Safety | Schedule | Budget | Funding |
|----------|--------|----------|--------|---------|
| Current | G | G | G | G |
| Previous | N/A | N/A | N/A | N/A |

| Progress (%) | Δ Prev | SPI | CPI | EAC/Budget |
|---------------------|-------------|-------|------|------------|
| Earned Value | 0.0% | 0.00% | 1.00 | 1.00 |
| Planned Value | 0.0% | 0.00% | | 100% |

(SPI=EV/PV, CPI=EV/Cost to Date, for both higher is better, 1.0 is neutral)

SCOPE Summary

This project will design and implement safety improvements to the Watkins Ave grade crossing. Safety improvements will include installing quad gates, railings, pavement markings and markers.

Project Manager: Rbert Tam
 PC Specialist: Asad Ziaei
 Principal Designer: HNTB
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

| Safety Incidents by type | This Month | Total to Date |
|--------------------------|------------|---------------|
| Type I incidents | 0 | 0 |
| Type II Incidents | 0 | 0 |

Table 3. MILESTONE SCHEDULE

| Milestones | Baseline Completion | Est. or Actual Completion | Variation (days) | Δ Prev Month |
|-----------------------------------|---------------------|---------------------------|------------------|--------------|
| | (A) | (B) | (C=A-B) | (D) |
| Project Start | 07/01/21 | 07/01/21 | 0 | 0 |
| Preliminary (35%) Design Complete | 09/30/21 | 09/30/21 | 0 | 0 |
| 65% Design Complete | 02/01/22 | 02/01/22 | 0 | 0 |
| 100% Design Complete | 06/30/22 | 06/30/22 | 0 | 0 |
| IFB | 09/22/22 | 09/22/22 | 0 | 0 |
| All Permits Received | 12/07/22 | 12/07/22 | 0 | 0 |
| Award Construction Contract | 01/05/23 | 01/05/23 | 0 | 0 |
| NTP | 02/06/23 | 02/06/23 | 0 | 0 |
| Substantial Completion | 12/31/23 | 12/31/23 | 0 | 0 |
| Construction Complete | 02/01/24 | 02/01/24 | 0 | 0 |
| Close Project | 05/01/24 | 05/01/24 | 0 | 0 |

Watkins Ave Grade Crossing Safety Improvements
(formerly Atherton Station Closure)

JPB Proj No. **100522**

TA Proj No. **100579**

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

| Type of Work | Budget | | | Estimate at Completion (D) | Variation | |
|-------------------------|--------------|----------|--------------|-------------------------------|-----------|------------|
| | Original | Changes | Current | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | | (E=C-D) | (F=E/C) |
| Engineering | 630 | | 630 | 630 | 0 | 0% |
| ROW/Utilities | | | 0 | | 0 | |
| Construction | 2,000 | | 2,000 | 2,000 | 0 | 0% |
| CM & DSDC | 350 | | 350 | 350 | 0 | 0% |
| Administration | 385 | | 385 | 385 | 0 | 0% |
| Procurement | 25 | | 25 | 25 | 0 | 0% |
| Oper. Support | 100 | | 100 | 100 | 0 | 0% |
| Subtotals | 3,490 | 0 | 3,490 | 3,490 | 0 | 0% |
| Unallocated Contingency | 635 | | 635 | 635 | 0 | 0% |
| Grand Totals | 4,125 | 0 | 4,125 | 4,125 | 0 | 0% |

Estimate at Completion in this table applies only to scope that has approved budget.

Table 5. PROJECT COSTS (in thousands of \$)

| Type of Work | Current Budget * | Committed to Date | Expended + Accruals | | | Remaining Committed | |
|----------------|------------------|-------------------|---------------------|-------------|-----------|---------------------|------------|
| | | | Prev. Periods | This Period | To Date | Amount | Percentage |
| | | | (C) | (D) | (E=C+D) | (F=B-E) | (G=F/B) |
| Engineering | 630 | 507 | | 30 | 30 | 477 | 94.08% |
| ROW/Utilities | 0 | | | | 0 | 0 | |
| Construction | 2,000 | | | | 0 | 0 | |
| CM & DSDC | 350 | 13 | 13 | 0 | 13 | 0 | 0.00% |
| Administration | 385 | 76 | 17 | 0 | 17 | 58 | 76.93% |
| Procurement | 25 | | | | 0 | 0 | |
| Oper. Support | 100 | | | | 0 | 0 | |
| Totals | 3,490 | 596 | 30 | 30 | 60 | 536 | |
| Percentages | 100.00% | 17.08% | 0.86% | 0.87% | 1.73% | 15% | |

(*) Current Budget does not include unallocated contingency

Table 6. PROJECT CONTINGENCY DRAWDOWN (in thousands of \$)

| Contingency | Contingency Budget | | | Executed Changes (D) | Current Available Contingency (E=C-D) | Potential & In-Process Changes (F) | High Likelihood Risks (G) | Remaining Contingency | |
|---------------|--------------------|----------|------------|-------------------------|--|---------------------------------------|------------------------------|-----------------------|----------------|
| | Original | Changes | Current | | | | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | | | | | (H=E-F-G) | (I=H/C) |
| Allocated | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Unallocated | 635 | 0 | 635 | 0 | 635 | 0 | 0 | 635 | 100.00% |
| Totals | 635 | 0 | 635 | 0 | 635 | 0 | 0 | 635 | 100.00% |
| Percentages | 100.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | |

Watkins Ave Grade Crossing Safety Improvements
(formerly Atherton Station Closure)

JPB Proj No. **100522**

TA Proj No. **100579**

Table 7. MAJOR CONTRACTS – BUDGET/COST (in thousands of \$)

| Contract Title | Board Authorized | Current Contract Amount | Expended + Accruals | Finish Date (A= Actual) | Board Action Req. | Board Action Description |
|---|------------------|-------------------------|---------------------|-------------------------|-------------------|--------------------------|
| Watkins Avenue Grade Crossing Improvements Project Design Support | 481 | 481 | 0 | 7/31/2022 | no | |
| Totals | 481 | 481 | 0 | | | |

Table 8. MAJOR CONTRACTS – CONTINGENCY & CONTRACT CHANGE ORDERS (CCO) (in thousands of \$)

| Contract Title | Contract Contingency Budget | | | Executed CCOs | Current Available Contg. | Potential & In-Process Changes | High Likelihood Risks | Remaining Contingency | |
|---|-----------------------------|----------|----------|---------------|--------------------------|--------------------------------|-----------------------|-----------------------|------------|
| | Original | Changes | Current | | | | | Amount | Percentage |
| | (A) | (B) | (C=A+B) | | | | | (D) | (E=C-D) |
| Watkins Avenue Grade Crossing Improvements Project Design Support | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Table 9. FUNDING (in thousands of \$)

| Fund Source | Type | Board Approved | | | Activated Funding | Un-activated Amount |
|---------------|-------|----------------|----------|--------------|-------------------|---------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| SMCTA | Local | 4,125 | | 4,125 | 4,125 | 0 |
| VTA | Other | 50 | | 50 | 50 | 0 |
| Totals | | 4,175 | 0 | 4,175 | 4,175 | 0 |

Table 10. NOTABLE RISKS (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

| ID - Risk Title | Responsibility Status | Mitigation | Impact Bud/Sched | Likelihood |
|-----------------|-----------------------|------------|------------------|------------|
| None. | | | | |

Table 11. NOTABLE ISSUES (Top 5 in order of priority)

| ID – Issue Title | Responsibility Status | Action | Resolution Date |
|------------------|-----------------------|--------|-----------------|
| None. | | | |

**Watkins Ave Grade Crossing Safety Improvements
(formerly Atherton Station Closure)**

JPB Proj No. **100522**

TA Proj No. **100579**

Table 12. INTERFACES

| ID – Interface Title | Responsibility Status | Action | Due Date |
|----------------------|---|--|----------|
| Town of Atherton | Robert Tam ----- Having regular meetings. | Conduct monthly meetings for status updates. | on-going |

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Distributed the 35% design to internal reviewers and to the Town of Atherton for review.
2. Coordinating a diagnostic meeting with the CPUC and FRA.

NEXT KEY ACTIVITIES (top 5)

1. Receive comments for the 35% design.
2. Begin working on the 65% design.
3. Conduct the field diagnostic meeting.

PROJECT NOTES

None.

Ferry **Program Project**

TA - : San Mateo County Ferry Service

| 100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City) | SMCTA Budget | Expended | Remaining |
|--|---------------------|-----------------|------------------|
| <p>Scope: This next phase will prepare a Redwood City Ferry Service Business Plan. The plan will be prepared under the direction of the Port of Redwood City, in coordination with the City of Redwood City, the Water Emergency Transportation Authority (WETA) and SMCTA. Many of the information items and analyses required for the business plan were already prepared as part of the Redwood City Ferry Financial Feasibility Study & Cost-Benefit and Economic Impact Analyses (Feasibility Study) project, which was completed by CDM Smith in January 2021. The plan will provide project development in order to implement a ferry terminal in Redwood City. The business plan is scheduled to finish by January 2022.</p> <p>Phase: Planning</p> <p>Status: Project team initiated work on the purpose of the business plan; organization, governance, roles, ferry service operations, equity analysis and first-last mile plan. The original ferry feasibility study completed early this year had an extensive outreach program that was focused on engaging the general public, the recreational users of the port and the surrounding waterways, and the major employers. For this business plan effort the Port, the City, and WETA asked that there be an additional outreach effort that would focus primarily on getting input from the minority and low income residents located within the capture area of the ferry service.</p> | \$160,000 | \$17,222 | \$142,778 |

| 100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco) | SMCTA Budget | Expended | Remaining |
|--|---------------------|-----------------|------------------|
| <p>Scope: Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by March 2022.</p> <p>Phase: Planning.</p> <p>Status: Project team continued to work on Sea Level Rise (SLR) design alternatives and developed an interim site grading concept/cost estimate for performing Phase I maintenance to address current tidal inundation issues. Project team completed a Geotechnical Engineering Study and Structural Engineering Conceptual Design for containment walls needed for SLR design alternatives. Lastly, project team prepared memorandum, describing the environmental impact mitigation options available for the prosed project as needed for Aquatic Resources Regulatory Permit Approvals.</p> | \$350,000 | \$40,787 | \$309,213 |

Pedestrian and Bicycle **Program Project**

New Measure A Pedestrian and Bicycle Program Project Status Update

| Sponsor | Project Name | Funded Phase(s) | Project Status | Expected Completion Date | Award Date | Scope of Work Agreement Expiration Date | Measure A Funds | Measure W Funds | Expended Funds | Remaining Funds |
|------------------------|---|--|---|--------------------------|------------|---|-----------------|-----------------|----------------|-----------------|
| Belmont | Ralston Avenue Corridor Improvement Project - Segment 3 | Construction | Construction work continued on the project, which included removing and replacing sidewalk along Ralston Ave. New ADA curb ramps and rapid flashing beacons were installed. | Nov 2021 | Dec 2020 | Jun 2024 | \$0 | \$840,000 | \$0 | \$840,000 |
| Burlingame | Burlingame Station Pedestrian Improvements Project | Construction | City Council and community approved design concept. Project team prepared to move forward with design and cost estimate. | Sep 2022 | Dec 2020 | May 2024 | \$0 | \$600,000 | \$0 | \$600,000 |
| Burlingame | California Drive Bicycle Facility | Construction | Project team obtained community and City Council feedback on preferred design alternative, which includes Class IV cycle track along east side of California Drive, including a road diet. | Jul 2022 | Dec 2020 | Mar 2024 | \$800,000 | \$0 | \$0 | \$800,000 |
| Daly City | John Daly Blvd./Skyline Blvd. Pedestrian Connection Project | Final design and construction | Due to City staff shortage, the design phase has been delayed until early 2022. However, the City recently hired new engineers, which will allow the project team to eventually begin the design phase. | Dec 2023 | Dec 2020 | May 2026 | \$0 | \$620,800 | \$0 | \$620,800 |
| Daly City | Mission Street Streetscape Project | Final design and construction | Project team prepared Request for Proposal (RFP) for street light design. | Jun 2022 | Mar 2018 | Jul 2023 | \$810,000 | \$0 | \$76,158 | \$733,842 |
| Daly City | Vision Zero Community Outreach Program | Program (Non-infrastructure) | Project team prepared draft RFP to retain consultant to assist with creating branding materials. | Sep 2022 | Dec 2020 | May 2023 | \$0 | \$50,000 | \$0 | \$50,000 |
| East Palo Alto | Bike Transportation Plan Implementation - Class II & III Bike Facilities Project | Final design and construction | Project team is awaiting confirmation of final Notice of Completion. | Nov 2021 | Mar 2018 | Oct 2023 | \$300,000 | \$0 | \$282,094 | \$17,906 |
| Half Moon Bay | Pacific Coast Bikeway Connectivity Project North | Preliminary design/environmental, final design, right-of-way, construction | Project team was preparing Bridge Selection Reports as requested by Caltrans for all water crossings. Project meetings were held with Caltrans staff for guidance. | Jun 2023 | Mar 2018 | Sep 2023 | \$315,000 | \$0 | \$114,577 | \$200,423 |
| Menlo Park | Haven Avenue Streetscape Project | Preliminary design/environmental, final design and construction | Project team coordinated acquiring a Heritage Tree Removal Permit, updated landscape plan and requested additional funds from the State Office of Grants and Local Services to construct project improvements. | Sep 2022 | Apr 2014 | Original: 4/2021 Extension: 9/2022 | \$170,000 | \$0 | \$56,201 | \$113,799 |
| Menlo Park | Menlo Park Bike/Ped Enhancement Project | Final design and construction | Project team prepared and advertised Rectangular Rapid Flashing Beacon (RRFB) bid package. | Dec 2022 | Mar 2018 | Jul 2023 | \$805,600 | \$0 | \$237,440 | \$568,160 |
| Town of Portola Valley | Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project | Right of Way and construction | Due to COVID, City projects and resources have created a backlog. Project slated to begin approximately Fall 2022. | Sep 2022 | Dec 2020 | May 2023 | \$0 | \$58,226 | \$0 | \$58,226 |
| Town of Portola Valley | Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project | Construction | Due to COVID, City projects and resources have created a backlog. Project slated to begin approximately Fall 2022. | Sep 2022 | Dec 2020 | Mar 2023 | \$0 | \$102,703 | \$0 | \$102,703 |
| 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 to complete preliminary punch-list items and prepare for final inspection. | Dec 2021 | Mar 2016 | Scope of Work Completed | \$500,000 | \$0 | \$500,000 | \$0 |
| Redwood City | Hopkins Avenue Traffic Safety Implementation Project | Construction | Final design was at 65% completion. | Sep 2022 | Dec 2020 | Jul 2024 | \$0 | \$360,000 | \$0 | \$0 |
| Redwood City | Jefferson/Cleveland SRTS and Peninsula Bikeway Project | Final design and construction | Construction completed in September 2021. Signal activation will occur after PG&E electrical work. | Dec 2021 | Mar 2018 | Jul 2023 | \$375,000 | \$0 | \$313,857 | \$61,143 |
| San Bruno | Huntington Bikeway and Pedestrian Safety Project | Final design, right-of-way and construction | City staff evaluated consultant proposals for design services and was moving forward with a contract agreement. | Dec 2023 | Dec 2020 | Oct 2026 | \$1,401,000 | \$0 | \$0 | \$1,401,000 |
| San Carlos | US 101/Holly Street Pedestrian and Bicycle Overcrossing | Construction | Project is on hold until further funding is identified. Project must secure funding and request an extension by 2/2022 to retain TA funding. | Jun 2024 | Mar 2016 | Feb 2022 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| County of San Mateo | Santa Cruz Avenue and Alameda de las Pulgas Improvement Project | Preliminary design/environmental and final design | Project consultant prepared topographical survey and 30% design for County review. | Oct 2022 | Dec 2020 | Jun 2023 | \$0 | \$700,000 | \$26,551 | \$673,449 |
| San Mateo | Hillsdale Caltrain Station Bicycle Access Gap Closure Project | Planning, preliminary design/environmental and final design | City staff drafted RFP for consultant services. | Nov 2021 | Dec 2020 | Dec 2023 | \$153,000 | \$0 | \$0 | \$153,000 |
| San Mateo | North San Mateo Drive Pedestrian and Bicycle Improvement Project | Construction | Construction completed. Coordinated project close-out. | Nov 2021 | Mar 2016 | Jun 2022 | \$200,000 | \$0 | \$83,348 | \$116,652 |

Notes:

1. City of San Mateo completed the "28th Avenue Bike Boulevard Implementation Project", which included final design and construction phases, funded by Measure A.



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.

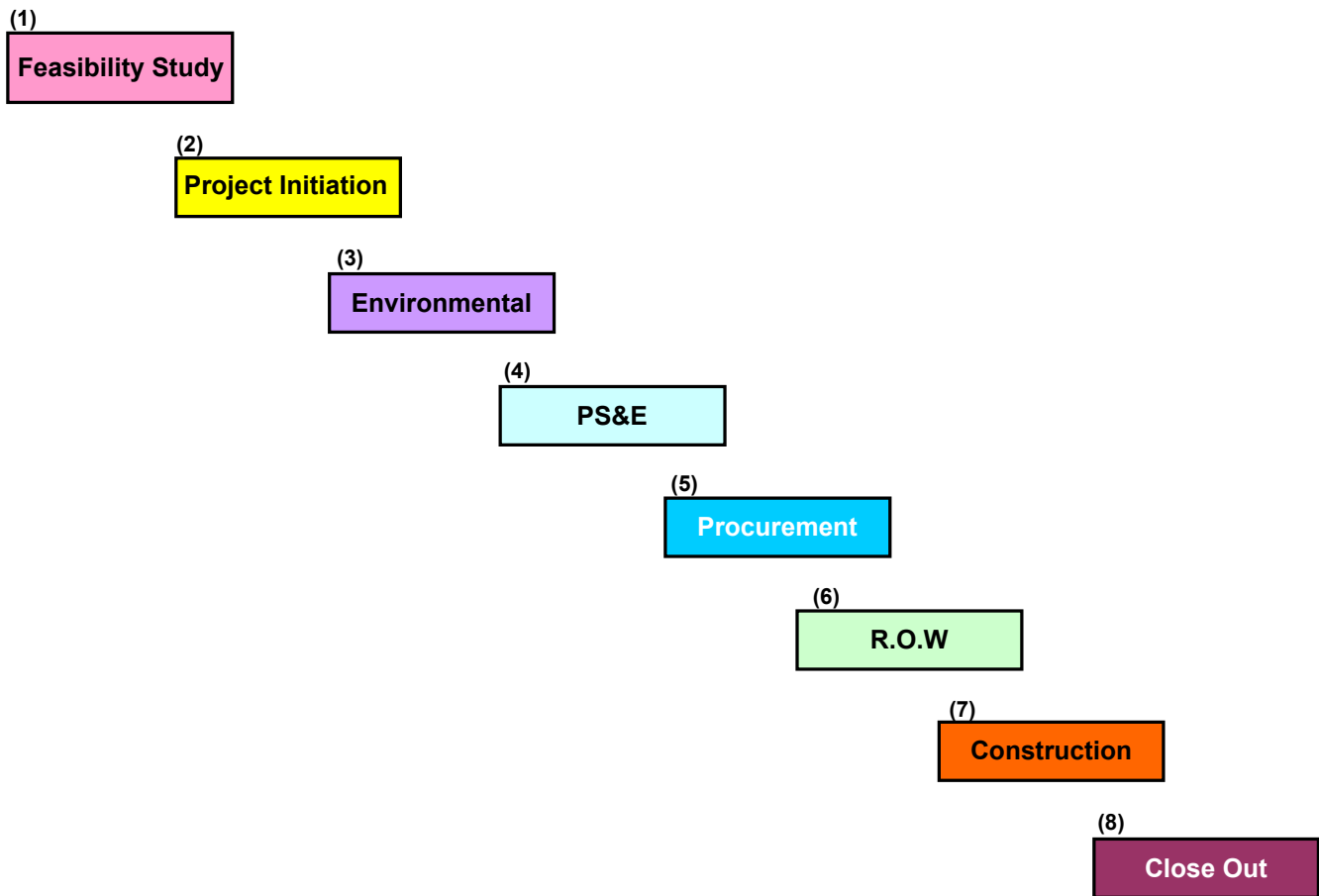
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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