

## Capital Projects

# Quarterly Status Report

**1st Quarter FY2012 : July 1 – September 30, 2011**

Report prepared for the December 1, 2011 TA Board Meeting



**San Mateo County  
Transportation Authority**





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The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q4 FY11	Q1 FY12	Q4 FY11	Q1 FY12	Q4 FY11	Q1 FY12	Q4 FY11	Q1 FY12	
<b><u>Dumbarton Rail Corridor</u></b>									3
<b>00613 / 00741- Dumbarton Preliminary Engineering / Environmental</b> Phase - Environmental									4
<b><u>TA – Caltrain Projects</u></b>									7
<b>00727 - Downtown Extension</b> Phase - Preliminary Engineering									8
<b>00737 - Caltrain Electrification</b> Phase - PS&E									9
<b>00746 - South San Francisco Parking Lot</b> Phase - Construction									10
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= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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# **Dumbarton Rail** **Corridor Project**

**00613 / 00741 - DUMBARTON PRELIMINARY ENGINEERING / ENVIRONMENTAL**

**Scope:**



The current phase is preliminary engineering and environmental studies work associated with the Dumbarton Rail Corridor project to extend commuter rail service across the Bay between the Peninsula and the East Bay by rehabilitating and reconstructing rail facilities on the existing railroad alignment and right-of-way. Three new passenger rail stations in Menlo Park/East Palo Alto, Newark, Union City, and a new layover facility in the East Bay will be constructed, as well as upgrading the Fremont Centerville Station. The proposed Dumbarton train service will consist of six trains across the bridge during the morning commute and six during the evening commute. Morning trains will originate at the Union City Intermodal Station, cross the bay to Redwood City, and then three trains will travel north to San Francisco and three will travel south to San Jose. In the evening, all trains will reverse pattern and travel back to Union City.

An alternative analysis report has been developed and evaluated various options to upgrade the existing Dumbarton Rail Corridor to a condition capable of serving as a commuter rail line that would connect the east and west bay. The report includes: both a rail and bus alternative.

**TA Role:** Project Initiator

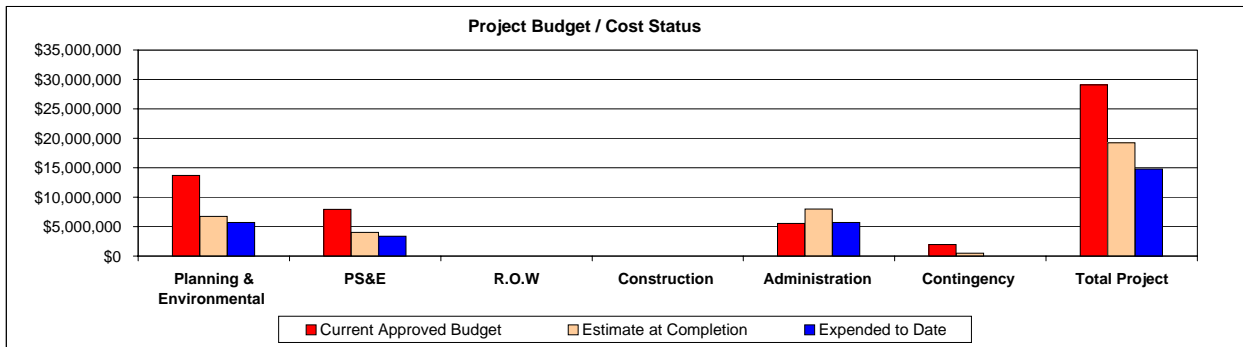
**Project Status Summary:** Project is currently in preliminary engineering and environmental study phase.

- Issues:**
- (1) Environmental Mitigation – Pending the result of the findings in the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and under the National Environmental Policy Act (NEPA), the project may be required to implement various mitigation conditions in the bay and the wetlands. This may result in additional studies, schedule delays and / or cost increase.
  - (2) Future required negotiations for right of way acquisition and operating and capital agreements with other affected railroads and agencies (i.e. the Union Pacific Railroad and the Capitol Corridor) may result in potential schedule delays, additional studies, or capital and operating costs.
  - (3) Dumbarton Bridge – The existing bridge has been out of service since the mid-1980s. Uncertainties surrounding the existing condition of the bridge and also various regulations and other needs may heavily impact the options and the designs for rehabilitation and replacement of the Dumbarton Bridge.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$13,702,290	\$5,719,442	\$1,037,315	\$6,756,757	\$6,945,533
PS&E	\$7,931,520	\$3,365,413	\$631,587	\$3,997,000	\$3,934,520
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$5,527,290	\$5,724,913	\$2,271,927	\$7,996,840	(\$2,469,550)
Contingency	\$1,929,900	\$0	\$491,269	\$491,269	\$1,438,631
<b>Total Project</b>	<b>\$29,091,000</b>	<b>\$14,809,768</b>	<b>\$4,432,098</b>	<b>\$19,241,866</b>	<b>\$9,849,134</b>



- Issues:**
- MTC reprogrammed \$91 million of the project's funding to the BART Warm Springs extension in September 2008. The repayment of the \$91 Million after FY 2019-20 would delay the project ten years. The certainty of the payback is in question, as it depends upon the willingness of future Alameda County Congestion Management Agency (ACCMA) action to honor the action of its current board. A public hearing was held on January 14, 2009 for the RM2 funding reassignment and the action was formally approved by the commissioners at the January 28, 2009 MTC Meeting. This places the Dumbarton Project focus on near-term and interim actions as follows: 1) Completion of the draft EIR/EIS; 2) Steps towards purchase of needed right-of-way; 3) Expansion of bus service in the corridor in the interim.

**00613 / 00741 - DUMBARTON PRELIMINARY ENGINEERING / ENVIRONMENTAL**

**Schedule:**



**Major Milestones:**

Environmental

**Original Baseline**

Start	Finish
01/04/05	01/31/10

**Current Baseline**

Start	Finish
01/04/05	01/31/10

**Current Forecast**

Start	Finish
01/04/05	09/30/12

**Progress**

(1) Met with all the cities regarding the station planning process and the review of the alternatives design plans.

**This Quarter:**

(2) Completed Station Site Screening Process.

**Jul - Sep 2011**

(3) Completed the Alternatives Screening Process.

CAP = Citizen Advisory Panel  
 DBROC = Dumbarton Bridge Route Operations Committee  
 FTA = Federal Transit Administration  
 MTC = Metropolitan Transportation Commission  
 PAC = Policy Advisory Committee  
 PDT = Project Development Team  
 UPRR = Union Pacific Railroad

(4) Completed the development of the interim bus program.

(5) Conducted meetings with the Project Development Team (PDT), Citizens Advisory Panel (CAP), and Policy Advisory Committee (PAC).

(6) Secured Policy Advisory Committee (PAC) approval of the interim bus program, the station screening process, and the alternatives to be considered.

(7) Continue EIS Technical Study Updates.

(8) Conducted an agency review meeting with the Federal Transit Administration (FTA).

**Future**

**Activities:**

(1) Prepare the Description of the Alternatives.

**Oct - Dec 2011**

(2) Complete the post-processing of the ridership model results.

(3) Complete the ridership report.

(4) Continue the EIS Technical Study Updates.

(5) Hold public information meetings.

**Issues:**

Environmental reviews are taking longer than expected. This is due to a delayed start of the scoping period, the development of new phasing options, a delay in obtaining concurrence with project partners MTC and the FTA regarding inputs to the ridership model and the need to consider phasing options in the environmental evaluation. The project has also encountered significant funding and implementation issues when the MTC approved shifting \$91 million RM2 funding from the Dumbarton project to the BART Warm Springs project in January 2009 and repayment is deferred until 2019-2020.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$6,591,900	23%	\$6,591,900	23%	\$3,406,247	78%	\$4,360,127	23%
<b>Others</b>								
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Other</b>	\$22,499,100	77%	\$22,499,100	77%	\$11,403,521	77%	\$14,881,739	77%
<b>Total</b>	<b>\$29,091,000</b>	<b>100%</b>	<b>\$29,091,000</b>	<b>100%</b>	<b>\$14,809,768</b>	<b>77%</b>	<b>\$19,241,866</b>	<b>100%</b>

NOTE: TA will be reimbursed for a total of \$23.3M (TA Resolution 2006-20) by funding partners ACTIA (Alameda County Transportation Improvement Authority), VTA (Santa Clara Valley Transportation Authority) and MTC (Metropolitan Transportation Commission).

**Issues:**

None.

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# **TA – Caltrain Projects**

**00737 - CALTRAIN ELECTRIFICATION**

**Scope:**



(b)

The Electrification Program will electrify the 52-mile Caltrain Commuter line from San Francisco to the Tamien station in San Jose. The project will include the following activities:

- (1) An approved Environmental Assessment / Environmental Impact Report (EA/EIR).
- (2) Design and installation of approximately 150 single track miles of overhead contact system (OCS) that will distribute power to the electrically-powered locomotives or electric multiple unit (EMU) train sets.
- (3) Design and construction of two traction power substations and eight autotransformer stations to deliver the 25kV, 60Hz, single-phase, alternating current to the OCS.
- (4) Design and installation of enhancements to the signaling and grade crossing control systems to make the system compatible with electrification and to provide for future operations service levels.
- (5) Integration of the Electrification System, Signaling modifications and Electric Rolling Stock.

**TA Role:** Funding Agency

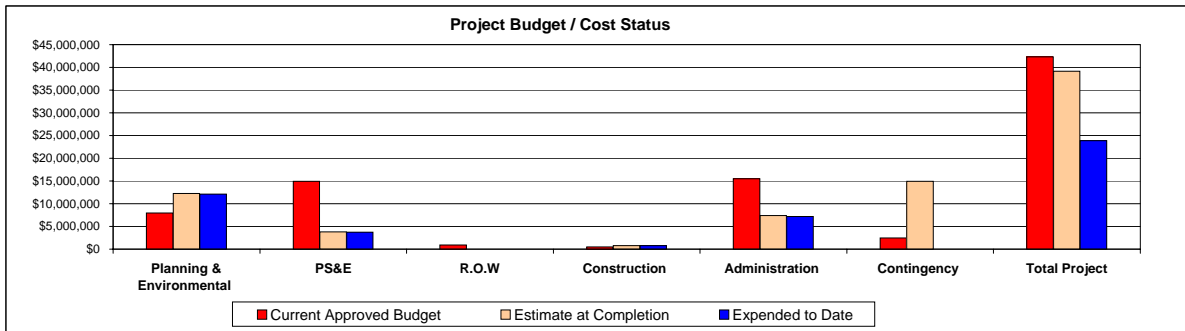
**Project Status Summary:** Current scope is through completion of the front-end environmental activities and 35% design engineering activities.

**Issues:** Project scope is currently under review as Caltrain, in conjunction with California High Speed Rail Authority needs to determine the impact of high speed rail on this project.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$7,963,877	\$12,140,998	\$82,041	\$12,223,039	(\$4,259,162)
PS&E	\$14,953,011	\$3,728,448	\$78,824	\$3,807,272	\$11,145,739
R.O.W	\$919,300	\$18,000	\$0	\$18,000	\$901,300
Construction	\$461,520	\$791,165	\$11,234	\$802,399	(\$340,879)
Administration	\$15,509,200	\$7,165,578	\$213,822	\$7,379,400	\$8,129,800
Contingency	\$2,490,555	\$0	\$14,909,629	\$14,909,629	(\$12,419,074)
<b>Total Project</b>	<b>\$42,297,463</b>	<b>\$23,844,189</b>	<b>\$15,295,550</b>	<b>\$39,139,739</b>	<b>\$3,157,724</b>



**Issues:** None.

**Schedule:**



(b)

Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E (35% Design)	06/01/05	01/31/08	06/01/05	11/21/08	06/01/05	TBD*
Environmental	05/24/04	12/15/07	05/24/04	02/02/09	05/24/04	TBD*

Note: Environmental / PS&E phase completion date depends on the certification of Final Environmental Impact Report (FEIR) by the JPB.

**Progress**

**This Quarter:**

Jul - Sep 2011 Coordinated with the California High Speed Rail Authority on engineering and planning activities for the Caltrain Corridor.

**Future**

**Activities:**

Oct - Dec 2011 Continue to coordinate with the California High Speed Rail Authority on engineering and planning activities for the Caltrain Corridor.

**Issues:** Obtaining Electrification California Environmental Quality Act (CEQA) certification and EIR certification from the Board have been postponed until further notice.

**Funding :**



(b)

	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$11,250,000	27%	\$11,250,000	27%	\$68,484	1%	\$11,250,000	29%
<b>Others</b>								
<b>Federal</b>	\$15,676,817	37%	\$15,676,817	37%	\$12,006,731	85%	\$14,115,330	36%
<b>State</b>	\$4,000,000	9%	\$4,051,442	10%	\$3,090,842	86%	\$3,601,581	9%
<b>Other</b>	\$11,298,183	27%	\$11,319,204	27%	\$8,678,132	85%	\$10,172,829	26%
<b>Total</b>	<b>\$42,225,000</b>	<b>100%</b>	<b>\$42,297,463</b>	<b>100%</b>	<b>\$23,844,189</b>	<b>61%</b>	<b>\$39,139,740</b>	<b>100%</b>

**Issues:** Total Estimate-at-Completion (EAC) shown above is through 35% Engineering Design only. Once the scope of the project is coordinated with California High Speed Rail Authority (CHSRA), the budget for the balance of the project will be updated and reflected in the report. Full funding for the project will depend on the coordination of the project with the CHSRA.

**00727 - DOWNTOWN EXTENSION**

**Scope:**

This project is to support the Caltrain Downtown Rail Extension (DTX), which extends Caltrain from 4th and King to the Transbay Terminal in downtown San Francisco. Work being performed by TJPA (Transbay Joint Powers Authority) includes preliminary engineering and advanced Right Of Way acquisition. PCJPB (Peninsula Corridor Joint Powers Board) is providing technical support and oversight on the project.  
**TA Role:** Funding Agency

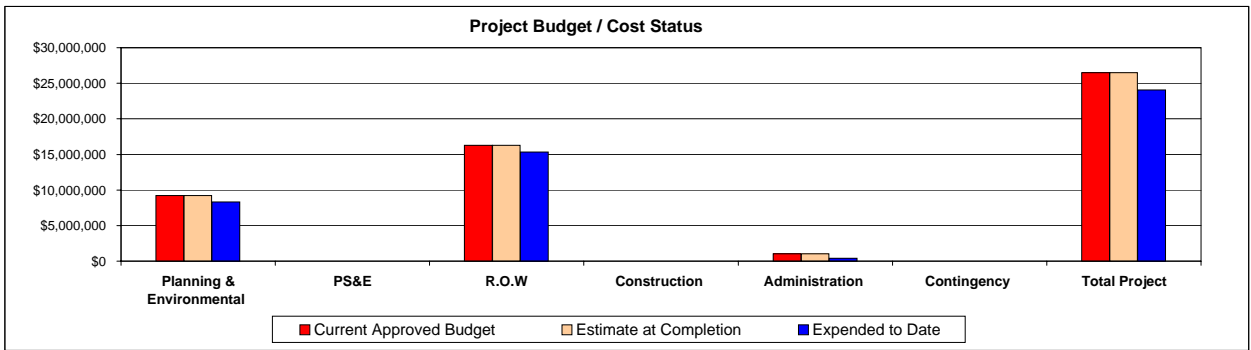
**Project Status Summary:** Current phase is Preliminary Engineering / Right Of Way Acquisition.

**Issues:** None.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$9,207,000	\$8,323,930	\$883,070	\$9,207,000	\$0
PS&E	\$0	\$0	\$0	\$0	\$0
R.O.W	\$16,262,000	\$15,328,669	\$933,331	\$16,262,000	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,023,000	\$398,364	\$624,636	\$1,023,000	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$26,492,000</b>	<b>\$24,050,963</b>	<b>\$2,441,037</b>	<b>\$26,492,000</b>	<b>\$0</b>



**Issues:** EAC reflects staff level of effort commensurate with the TJPA work.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Preliminary Engineering	12/30/05	12/31/11	12/30/05	12/31/11	12/30/05	12/31/11

**Progress**

**This Quarter:** (1) Requested a meeting with TJPA's safety and security consultant to be attended by Caltrain and all safety and security stakeholders (SFPD, BART and possibly CHP).  
 Jul - Sep 2011 (2) Reviewed Option 2 architectural floor plans.

**Future**

**Activities:** Meet and discuss safety and security elements of the project with TJPA.  
 Oct - Dec 2011

**Issues:** None.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$10,230,000	100%	\$26,492,000	100%	\$24,050,963	91%	\$26,492,000	100%
<b>Others</b>								
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Other</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$10,230,000</b>	<b>100%</b>	<b>\$26,492,000</b>	<b>100%</b>	<b>\$24,050,963</b>	<b>91%</b>	<b>\$26,492,000</b>	<b>100%</b>

**Issues:** None.

**00746 - SOUTH SAN FRANCISCO PARKING LOT**

**Scope:** The project will rehabilitate and improve the existing parking lot at the South San Francisco Caltrain station. This will provide interim improvements until such time as High Speed Rail and the new South San Francisco Station Project come to fruition.



The project will rehabilitate the existing parking lot by patching the existing pavement, where necessary, and adding a new asphalt top coat. In addition, the project will provide proper drainage, improve the lighting, and provide traffic islands and striping. This project will provide up to 74 parking spaces.

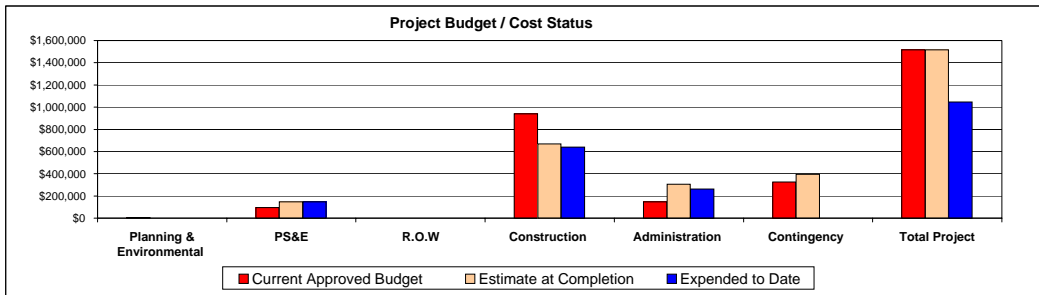
**Project Status Summary:** Construction completed on June 14, 2011.

**Issues:** There is a potential underrun of approximately \$400K. Any unused funds will be returned back to the TA.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$5,000	\$0	\$0	\$0	\$5,000
PS&E	\$96,000	\$146,190	\$0	\$146,190	(\$50,190)
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$940,000	\$639,294	\$28,317	\$667,611	\$272,389
Administration	\$148,000	\$261,835	\$44,165	\$306,000	(\$158,000)
Contingency	\$326,000	\$0	\$395,199	\$395,199	(\$69,199)
<b>Total Project</b>	<b>\$1,515,000</b>	<b>\$1,047,319</b>	<b>\$467,681</b>	<b>\$1,515,000</b>	<b>\$0</b>



**Issues:**

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
1. 65% Design	11/01/09	12/15/09	12/15/09	02/11/10	12/15/09	02/11/10
2. Final Design/ Specs	12/16/09	04/15/10	02/11/10	05/19/10	02/11/10	05/19/10
3. Bid & Award/ NTP	04/16/10	09/08/10	05/20/10	12/30/10	05/20/10	12/30/10
4. Construction	09/22/10	12/22/10	01/04/11	06/06/11	01/04/11	06/14/11
5. Project Close-out	12/23/10	02/22/11	06/07/11	08/04/11	06/15/11	11/30/11

**Progress**

**This Quarter:** (1) Identified the need to grind asphalt after punchlist walkthrough was approved.  
**Jul - Sep 2011** (2) Requested proposal from Amtrak for asphalt grinding.  
 (3) Continued project closeout.

**Future**

**Activities:** (1) Amtrak to complete asphalt grinding.  
**Oct - Dec 2011** (2) Closeout the project.

**Issues:** None.

**Funding :**



	Original		Current		Expended		EAC	
	Contribution	% Contribution	Contribution	% Contribution		% Expended of EAC		Estimated % Contribution
TA	\$1,515,000	100%	\$1,515,000	100%	\$1,047,319	69%	\$1,515,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$1,515,000</b>	<b>100%</b>	<b>\$1,515,000</b>	<b>100%</b>	<b>\$1,047,319</b>	<b>69%</b>	<b>\$1,515,000</b>	<b>100%</b>

**Issues:** None.

# **Railroad Grade** **Separations**

00759 - GRADE SEPARATION PROJECT - SAN BRUNO



**Scope:** This project has been re-scoped and re-scheduled in conjunction with Caltrain's five-year Capital Improvement Program. The project will raise the railroad in a retained embankment and lower roadways crossing the railroad right-of-way from just south of the I-380 flyover to approximately San Felipe Road (MP 12.0) in San Bruno. The project will eliminate at-grade vehicular crossings at San Bruno Avenue, San Mateo Avenue and Angus Avenue and replace them with grade separated vehicular access with a four-track footprint. Pedestrian under-crossings will be constructed at Euclid and Sylvan Avenues in San Bruno. The existing San Bruno station will be relocated onto an elevated structure at San Bruno and San Mateo Avenues. The former site of the San Bruno Lumber will become a surface parking lot for the new San Bruno station.

**TA Role:** Funding Agency

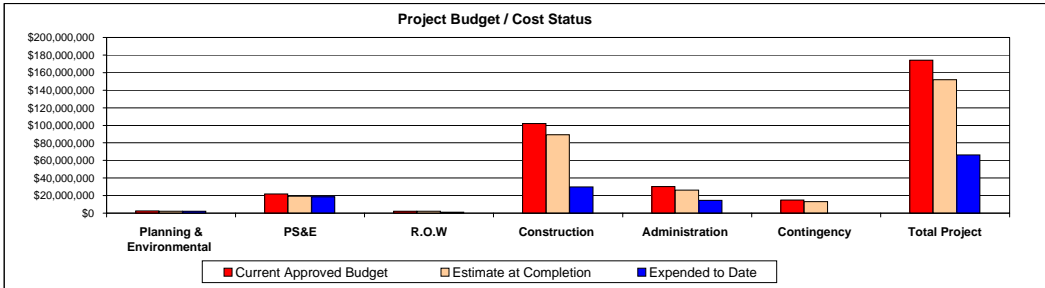
**Project Status Summary:** The project is currently in the Construction phase. Construction work on the box culvert relocation has been completed.

**Issues:** The project has developed a two staged contract delivery plan to minimize Caltrain funding risk. A Caltrain funded initial contract will construct the two-track temporary shoofly and 2 track grade separation. California HSR is expected to fund and construct the balance of the grade separation and trackwork.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$2,476,855	\$2,158,156	\$4,844	\$2,163,000	\$313,855
PS&E	\$21,909,228	\$18,564,695	\$568,305	\$19,133,000	\$2,776,228
R.O.W	\$2,356,619	\$1,263,562	\$794,438	\$2,058,000	\$298,619
Construction	\$102,145,348	\$29,908,667	\$59,293,333	\$89,202,000	\$12,943,348
Administration	\$30,071,512	\$14,466,481	\$11,794,519	\$26,261,000	\$3,810,512
Contingency	\$15,095,874	\$0	\$13,183,000	\$13,183,000	\$1,912,874
<b>Total Project</b>	<b>\$174,055,435</b>	<b>\$66,361,561</b>	<b>\$85,638,439</b>	<b>\$152,000,000</b>	<b>\$22,055,435</b>



**Issues:** None.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	06/01/04	08/25/06	02/17/09	06/01/10	02/17/09	08/12/10
Construction	08/01/10	06/30/12	04/01/10	09/30/12	03/11/10	03/01/13

Note: Current schedule includes construction contract Option 1 (Construction of Northbound platform at the San Bruno Station).

**Progress**

- This Quarter:** (1) Continued communication work at temporary station.  
**Jul - Sep 2011** (2) Paved temporary station.  
 (3) Began water line reconstruction.  
 (4) Began grading of shoofly.  
 (5) Completed drainage and grading at segment 1.  
 (6) Completed fiber-optic conduit / box installation.  
 (7) Brought temporary traffic signals on line and shifted traffic and signal gates at San Bruno Ave.

**Contract or is behind**

- Future Activities:** (1) Complete temporary station.  
**Oct - Dec 2011** (2) Begin lowering AT&T undertrack.  
 (3) Complete fiber-optic relocation.  
 (4) Continue sewer and waterline construction.  
 (5) Complete PG&E electrical source.  
 (6) Begin construction of shoofly.  
 (7) Cut over Angus Avenue house.  
 (8) Complete AT&T fiber-optic boxes.

**Issues:** Contractor is behind schedule by 216 days due to weather, change orders and contractor delays. A recovery schedule is being developed.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$68,610,000	60%	\$112,610,000	65%	\$66,361,561	67%	\$98,340,623	65%
<b>Others</b>								
<b>Federal</b>	\$6,600,000	6%	\$6,615,435	4%	\$0	0%	\$5,777,160	4%
<b>State</b>	\$40,000,000	35%	\$54,830,000	32%	\$0	0%	\$47,882,216	32%
<b>Other</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$115,210,000</b>	<b>100%</b>	<b>\$174,055,435</b>	<b>100%</b>	<b>\$66,361,561</b>	<b>44%</b>	<b>\$152,000,000</b>	<b>100%</b>

**Issues:** Current Board Approved Budget of \$147 million has been approved by both the San Mateo County Transportation Authority (SMCTA) and PCJPB Boards for the design and construction phase of the project. Awaiting in the near future total STIP funds of \$19.2 million which would replace TA funds.

**00760 - GRADE SEPARATION PROJECT (SAN MATEO BRIDGES REHAB PROJECT) - POPLAR / TILTON**

**Scope:** This project provides funding to Caltrain to prepare a grade separation project study report, environmental document and to seismically retrofit of foundations/abutments of four Caltrain bridges located at Poplar Ave., Santa Inez Ave., Monte Diablo Ave. and Tilton Ave. in San Mateo.



The scope of the project was modified to better coordinate with High Speed Rail (HSR) and also to make certain that a project invested today isn't deemed obsolete in the near future, Caltrain has decided to re-scope the project and perform the seismic improvement work that was designed as part of the replacement project.

As an interim solution, the bridges will be maintained and kept in a state of good repair. It is anticipated that the bridges will be replaced in the future, possibly as part of the High Speed Rail project.

**TA Role:** Funding Agency

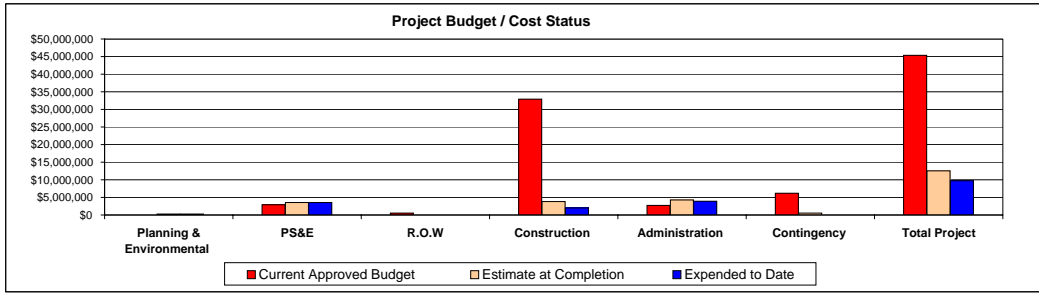
**Project Status Summary:** The seismic improvement work is in the construction phase.

**Issues:** None.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$0	\$309,693	\$0	\$309,693	(\$309,693)
PS&E	\$2,931,751	\$3,546,984	\$35,891	\$3,582,875	(\$651,124)
R.O.W	\$585,516	\$0	\$0	\$0	\$585,516
Construction	\$32,923,178	\$1,958,885	\$1,873,115	\$3,832,000	\$29,091,178
Administration	\$2,748,158	\$3,927,825	\$348,196	\$4,276,021	(\$1,527,863)
Contingency	\$6,209,466	\$0	\$514,307	\$514,307	\$5,695,159
<b>Total Project</b>	<b>\$45,398,069</b>	<b>\$9,743,387</b>	<b>\$2,771,509</b>	<b>\$12,514,896</b>	<b>\$32,883,173</b>



**Issues:** Current EAC reflects 100% IFB design package and the JPB August 2010 EAC reforecast and reflects the reduction in the scope to only retrofit the bridge foundations and replace none of the bridges at this time. JPB will evaluate the timing of the bridges replacement after information is made available from High Speed Rail (HSR). Budget and schedules will be re-evaluated at that time.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	03/01/05	11/07/08	03/01/05	05/29/09	03/01/05	05/29/09
PS&E	01/19/06	10/27/08	01/19/06	11/19/09	01/19/06	11/19/09
Procurement	10/28/08	04/01/09	02/15/10	11/22/10	02/15/10	11/22/10
Construction	04/02/09	09/28/10	11/22/10	09/15/11	11/22/10	12/30/11
Close out	01/19/06	10/27/08	09/16/11	11/17/11	01/03/12	03/06/12

**Progress**

**This Quarter:**

Jul - Sep 2011

- (1) Began installing steel bents.
- (2) Welded and bolted structural steel.
- (3) Completed micro-pile installation.
- (4) Continued abutment and rebar/concrete for footing.

**Future**

**Activities:**

Oct - Dec 2011

- (1) Complete installation of steel.
- (2) Complete concrete footings.
- (3) Begin structural welding for steel bents.
- (4) Continue abutment and rebar/concrete for footing.

**Issues:** Contractor is behind schedule by 129 days as the installation rate of micro-piles is slower than anticipated. The City of San Mateo has allowed extended working hours from 7am to 9pm to partially mitigate the impact (regular working hours is from 8am to 5pm). In August the contractor provided a second drill rig in order to expedite the construction progress.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$6,229,018	13%	\$6,229,018	14%	\$3,680,684	214%	\$1,717,155	14%
<b>Others</b>								
<b>Federal</b>	\$11,384,734	24%	\$8,703,522	19%	\$0	0%	\$2,399,302	19%
<b>State</b>	\$29,600,000	63%	\$29,600,000	65%	\$6,062,703	74%	\$8,159,839	65%
<b>Other</b>	\$0	0%	\$865,529	2%	\$0	0%	\$238,601	2%
<b>Total</b>	<b>\$47,213,752</b>	<b>100%</b>	<b>\$45,398,069</b>	<b>100%</b>	<b>\$9,743,387</b>	<b>78%</b>	<b>\$12,514,896</b>	<b>100%</b>

**Issues:** None.

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# **Streets and Highways**

**00615 - Calera Parkway Project (Route 1 - Fassler Ave. to Westport)**



**Scope:** The current project scope is for the preparation of the Project Report (PR), Environmental Document (ED) and to begin work on design. This project addresses the current and projected congestion on Route One in Pacifica between Fassler Avenue and Reina Del Mar during the morning and evening commute.  
**TA Role:** Project Manager

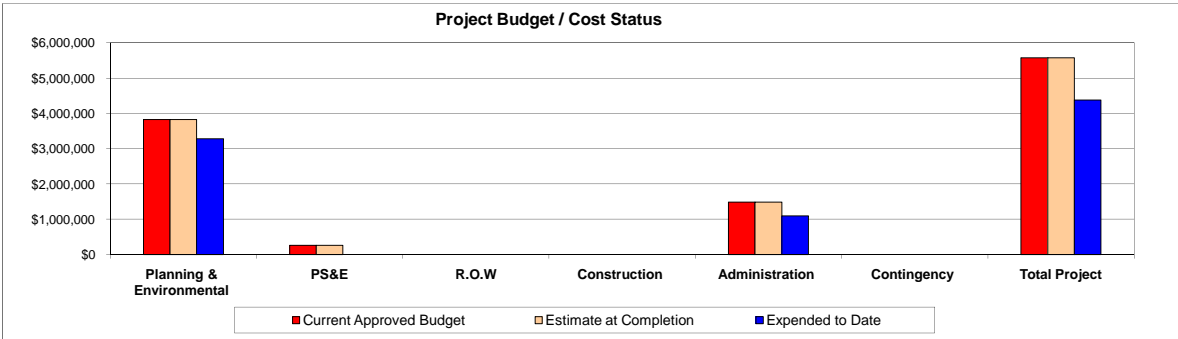
**Project Status Summary:** The project is at the environmental phase with the TA and the city of Pacifica as sponsors and Caltrans as the lead agency.

**Issues:** (1) Project Scope has been revised per Work Directive #372 Amendment 3 - Revised Technical Studies to Incorporate Landscaped Median Design Variation.  
 (2) Project Scope has been revised per Work Directive #372 Amendment 4 - Additional Alternative Analysis, Public Meeting Support, and development of Visual Assessment Report.  
 (3) Project Schedule has been revised per Work Directive #372 Amendment 5 - Air Conformity Analysis, Modification of alternatives for 22' median, and comparison of existing vs. initial project traffic.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$3,824,895	\$3,282,349	\$542,546	\$3,824,895	\$0
PS&E	\$260,000	\$0	\$260,000	\$260,000	\$0
R.O.W	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$1,488,105	\$1,096,134	\$391,971	\$1,488,105	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$5,573,000</b>	<b>\$4,378,483</b>	<b>\$1,194,517</b>	<b>\$5,573,000</b>	<b>\$0</b>



**Issues:** Project Budget has been revised per the Work Directive Amendments as stated in the scope section.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental Document Circulation Period	08/11/09	09/28/09	07/14/11	10/11/11	08/08/11	10/22/11
Environmental	03/01/07	03/01/10	03/01/07	06/25/12	03/01/07	06/25/12
PS&E	TBD	TBD	TBD	TBD	TBD	TBD

**Progress**

**This Quarter:** (1) Caltrans approved the Draft Environmental Document and Draft Project Report.  
**July - Sep 2011** (2) Published Draft Environmental Document for public circulation on August 8, 2011.  
 (3) Prepared exhibits for public meeting.  
 (4) Held public meeting on September 22, 2011.

**Future**

**Activities:** (1) Review comments from public and other agencies on the Draft Environmental Document.  
**Oct - Dec 2011** (2) Ongoing coordination for biological issues and permitting issues as needed.  
 (3) Begin preparation of Final Administrative Environmental Document and Environmental Impact Report.

**Issues:** None.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$3,873,000	100%	\$5,573,000	100%	\$4,378,483	79%	\$5,573,000	100%
<b>Others</b>								
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Other</b>	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$3,873,000</b>	<b>100%</b>	<b>\$5,573,000</b>	<b>100%</b>	<b>\$4,378,483</b>	<b>79%</b>	<b>\$5,573,000</b>	<b>100%</b>

**Issues:** None.

**00621 - HIGHWAY 101 - BROADWAY INTERCHANGE**

**Scope:** The project will modify the existing interchange to relieve traffic congestion and improve safety. Current scope is detailed design for the Broadway Interchange. Project scope includes right of way and utility activities.



**TA Role:** Project Manager

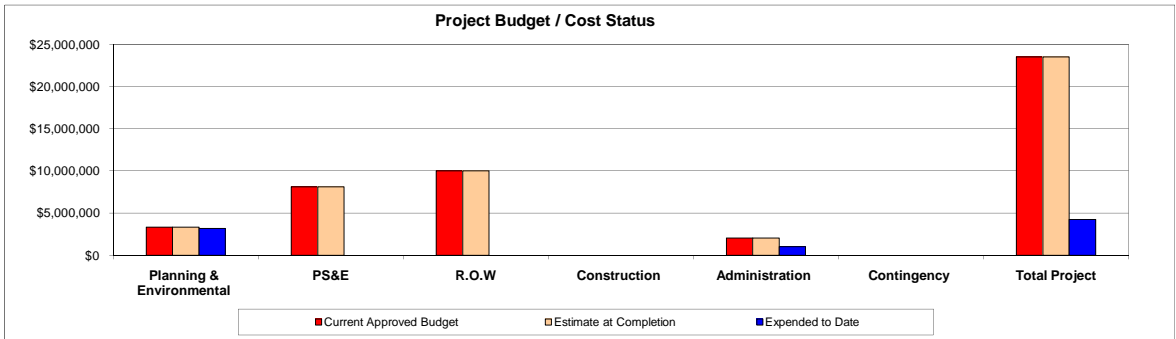
**Project Status Summary:** Current phase is PS&E; with the TA and the City of Burlingame as sponsors and Caltrans as the lead agency.

**Issues:** None.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$3,350,671	\$3,198,515	\$152,156	\$3,350,671	\$0
PS&E	\$8,118,000	\$0	\$8,118,000	\$8,118,000	\$0
R.O.W	\$10,000,000	\$0	\$10,000,000	\$10,000,000	\$0
Construction	\$0	\$0	\$0	\$0	\$0
Administration	\$2,049,329	\$1,047,868	\$1,001,461	\$2,049,329	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$23,518,000</b>	<b>\$4,246,383</b>	<b>\$19,271,617</b>	<b>\$23,518,000</b>	<b>\$0</b>



**Issues:** None.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR	05/01/00	11/30/05	05/01/00	11/30/05	05/01/00	11/30/05
Environmental Document Circulation Period	03/03/10	04/07/10	08/24/10	09/25/10	08/30/10	09/29/10
Environmental	10/02/08	11/30/10	10/02/08	04/23/11	10/02/08	03/24/11
PS&E	06/01/11	12/31/13	06/01/11	12/31/13	06/01/11	12/31/13

**Progress**

- This Quarter:** July - Sep 2011
- (1) Completed the Health and Safety Plan.
  - (2) Completed Field Survey No. 01 and No. 02 and commenced field investigation.
  - (3) Obtained drilling permits and cleared utilities.
  - (4) Prepared Preliminary Foundation Report (PFR).
  - (5) Commenced development of utility plan drawings.

**Future**

- Activities:** Oct - Dec 2011
- (1) Complete 35% electrical design.
  - (2) Commence development of structural design.
  - (3) Complete 35% typical cross sections and layout sheets.
  - (4) Develop construction staging plans.

**Issues:** None.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$19,300,000	100%	\$19,300,000	82%	\$4,246,383	18%	\$23,518,000	100%
Others								
Federal	\$0	0%	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$4,218,000	18%	\$0	0%	\$0	0%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$19,300,000</b>	<b>100%</b>	<b>\$23,518,000</b>	<b>100%</b>	<b>\$4,246,383</b>	<b>18%</b>	<b>\$23,518,000</b>	<b>100%</b>

**Issues:** None.

**00629 - HIGHWAY 101 - MARSH TO SAN MATEO / SANTA CLARA COUNTY LINE (AUXILIARY LANES)**



**Scope:** The project scope includes:

- 1) Prepare Project Study Report (PSR), Environmental and PS&E.
- 2) Widen US 101 to add auxiliary lanes in each direction from Marsh Road Interchange in San Mateo County to the Embarcadero Road Interchange in Santa Clara County.
- 3) Widen/ modify various on/off-ramps at four interchanges that lie within the project limits.
- 4) Re-construct Ringwood Pedestrian Overcrossing to accommodate the auxiliary lanes.
- 5) Install Intelligent Transportation System (ITS) equipment within the project limits.

Scope will be delivered in three segments:

- Segment 1 – US 101 Auxiliary Lanes – Marsh Road to University Avenue.
- Segment 2 – US 101 Auxiliary Lanes – University Avenue to Embarcadero Road.
- Segment 3 – US 101 Replacement Landscaping – Embarcadero Road Interchange to Marsh Road Interchange

**TA Role:** Project Manager

**Project Status Summary:** Current PS&E phase is being performed by Caltrans. Caltrans completed the environmental work in 2008 and will be in charge of the bidding process and construction management. TA completed the PSR in 2005 and will fund the Right-Of-Way (ROW) capital and construction.

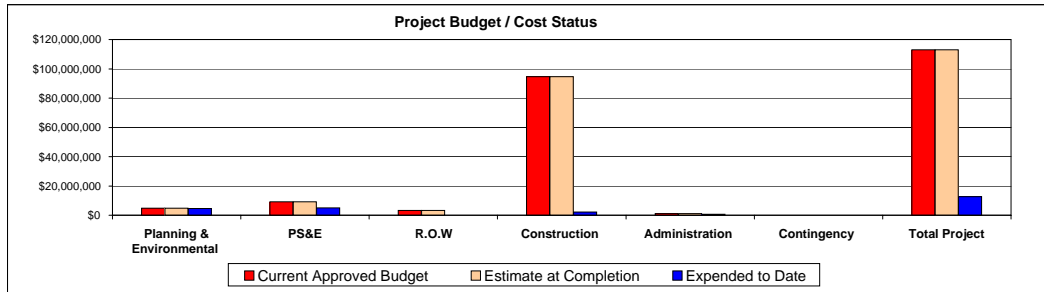
**Issues:** None.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$4,824,668	\$4,624,668	\$200,000	\$4,824,668	\$0
PS&E	\$9,185,000	\$5,101,549	\$4,083,451	\$9,185,000	\$0
R.O.W	\$3,244,000	\$75,129	\$3,168,871	\$3,244,000	\$0
Construction	\$94,660,000	\$2,294,726	\$92,365,274	\$94,660,000	\$0
Administration	\$1,019,332	\$650,446	\$368,886	\$1,019,332	\$0
Contingency	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$112,933,000</b>	<b>\$12,746,518</b>	<b>\$100,186,482</b>	<b>\$112,933,000</b>	<b>\$0</b>

**Note:** The Current Approved Budget reflects the approval of Resolution No. 2010-9.



**Issues:** None.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Environmental	03/31/07	10/31/08	03/31/07	10/31/08	03/31/07	10/31/08
Segment 1 (Marsh Road to University Avenue)						
PS&E	11/03/08	08/20/10	11/03/08	08/20/10	11/03/08	08/20/10
Construction	01/03/11	03/23/12	01/03/11	03/23/12	07/01/11	04/07/12
Segment 2 (University Avenue to Embarcadero Road)						
PS&E	11/03/08	09/20/11	11/03/08	09/20/11	11/03/08	09/20/11
Construction	02/06/12	11/22/13	02/06/12	11/22/13	02/06/12	11/22/13
Segment 3 (Embarcadero Road Interchange to Marsh Road Interchange)						
PS&E	11/03/08	06/18/13	11/03/08	06/18/13	11/03/08	06/18/13
Construction	09/05/13	11/08/17	09/05/13	11/08/17	09/05/13	11/08/17

**Progress**

- This Quarter:** (1) Segment 1 (Marsh Road to University Avenue): Started Construction.  
 Jul - Sep 2011 (2) Segment 2 (University Avenue to Embarcadero Road): Completed work on the final design package.

**Future**

- Activities:** (1) Segment 1 (Marsh Road to University Avenue): Continue construction.  
 Oct - Dec 2011 (2) Segment 2 (University Avenue to Embarcadero Road): Start the Invitation for Bid (IFB) advertisement process.

**Issues:** None.

**Funding:**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$36,912,000	33%	\$36,912,000	33%	\$1,592,057	4%	\$36,912,000	33%
<b>Others</b>								
Federal	\$1,800,000	2%	\$1,800,000	2%	\$0	0%	\$1,800,000	2%
State	\$74,221,000	66%	\$74,221,000	66%	\$11,154,461	15%	\$74,221,000	66%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$112,933,000</b>	<b>100%</b>	<b>\$112,933,000</b>	<b>100%</b>	<b>\$12,746,518</b>	<b>11%</b>	<b>\$112,933,000</b>	<b>100%</b>

**Issues:** None.

**00725 - HIGHWAY 101 - 3RD AVENUE TO MILLBRAE AVENUE (AUXILIARY LANES)**



**Scope:** This project is for the design and construction for the addition of an auxiliary lane in both directions of Hwy 101 between 3rd Avenue and Millbrae Avenue. The project also includes the reconstruction of the Peninsula Avenue interchange, the Monte Diablo pedestrian over crossing, construction of the Broadway pedestrian over crossing and construction of sound walls.  
**TA Role:** Project Manager

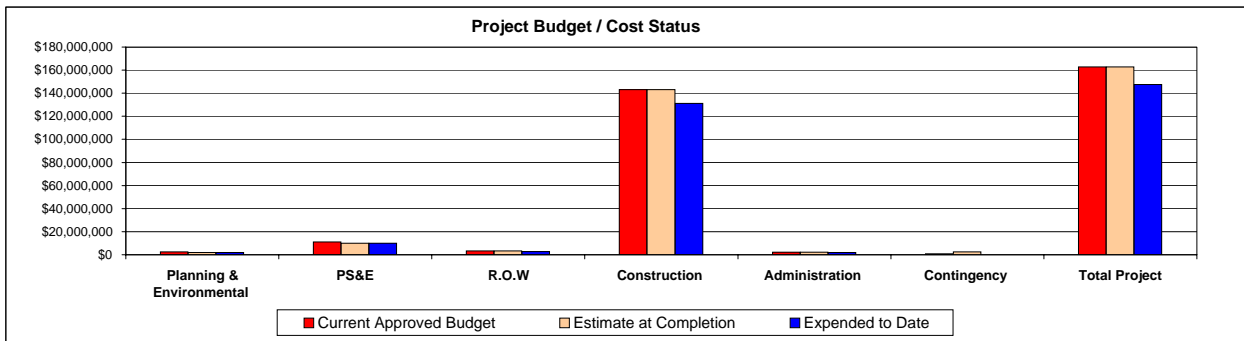
**Project Status Summary:** Construction was complete in 2010. Continue with plant monitoring and establishment through 2013.

**Issues:** None.

**Budget:**



	(a)	(b)	(c) = (d) - (b)	(d)	(e) = (a - d)
Cost Analysis by Segment Group	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
Planning & Environmental	\$2,563,000	\$1,892,866	\$0	\$1,892,866	\$670,134
PS&E	\$11,000,000	\$9,893,980	\$0	\$9,893,980	\$1,106,020
R.O.W	\$3,200,000	\$2,727,488	\$472,512	\$3,200,000	\$0
Construction	\$143,011,000	\$131,101,229	\$11,909,771	\$143,011,000	\$0
Administration	\$2,200,000	\$2,043,121	\$156,879	\$2,200,000	\$0
Contingency	\$826,000	\$0	\$2,602,154	\$2,602,154	(\$1,776,154)
<b>Total Project</b>	<b>\$162,800,000</b>	<b>\$147,658,684</b>	<b>\$15,141,316</b>	<b>\$162,800,000</b>	<b>\$0</b>



**Issues:** Caltrans has yet to submit its final invoice and invoices for CM services. Due to insufficient information on the outstanding amounts these costs have not been accrued and hence ETC is higher than expected. ETC will be appropriately updated when Caltrans submits their invoices.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Construction	04/09/07	04/01/10	04/09/07	04/01/10	04/09/07	09/30/10
Monitoring/ Plant Establishment	04/02/10	04/02/13	04/02/10	04/02/13	09/01/10	08/31/13
Close Out	04/03/13	07/03/13	04/03/13	07/03/13	09/01/13	11/01/13

**Note:** This Quarterly Report will be the last issue for the project.

**Progress**

**This Quarter:** Continued with plant monitoring and establishment.  
Apr - Jun 2011

**Future**

**Activities:** Continue with plant monitoring and establishment.  
Apr - Jun 2011

**Issues:** None.

**Funding :**



	Original Contribution	Original % Contribution	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
TA	\$92,580,000	58%	\$92,580,000	57%	\$86,158,097	93%	\$92,580,000	57%
Others								
Federal	\$0	0%	\$2,550,000	2%	\$1,238,842	49%	\$2,550,000	2%
State	\$67,670,000	42%	\$67,670,000	42%	\$60,261,745	89%	\$67,670,000	42%
Other	\$0	0%	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$160,250,000</b>	<b>100%</b>	<b>\$162,800,000</b>	<b>100%</b>	<b>\$147,658,684</b>	<b>91%</b>	<b>\$162,800,000</b>	<b>100%</b>

**Issues:** None.

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# Streets and Highways

## Level 1

<p><b>00622 - Willow Interchange</b>  <b>Scope:</b> This project is for the preparation of the Project Study Report (PSR), Project Report (PR) and the Environmental Document (ED) for the reconstruction of the Willow Interchange in Menlo Park and East Palo Alto. The project scope is anticipated to include detailed design and construction at a later date as the Board authorizes future budget.  <b>Phase:</b> Environmental  <b>Status:</b> Caltrans is currently performing Traffic Analysis.</p>	<p><b>TA Funding</b> \$5,000,000</p> <p><b>Expended</b> \$1,412,369</p> <p><b>Remaining</b> \$3,587,631</p>
<p><b>00723 / 00724 - Highway 101 North - Alternative Analysis</b>  <b>Scope:</b> This project is to develop an Alternative Analysis for Highway 101 north from Oyster Point to the San Francisco County Line.  <b>Phase:</b> Alternative Analysis  <b>Status:</b> Close out of the Alternative Analysis Contract.</p>	<p><b>TA Funding</b> \$2,172,000</p> <p><b>Expended</b> \$583,691</p> <p><b>Remaining</b> \$1,588,309</p>
<p><b>00747 - Highway 101 - Ralston Avenue Bicycle / Pedestrian Overcrossing</b>  <b>Scope:</b> Construction of a Bicycle and Pedestrian Overcrossing at US Highway 101 just north of Ralston Avenue.  <b>Phase:</b> Construction  <b>Status:</b> Completed paving of the bike path. Finished landscaping installation. Completed fence installation. Commenced restoration of channel under bridge.</p>	<p><b>TA Funding</b> \$596,696</p> <p><b>Expended</b> \$525,573</p> <p><b>Remaining</b> \$71,123</p>
<p><b>00768 - Highway 101 / 84 Interchange at Woodside - Alternative Analysis</b>  <b>Scope:</b> This project is to develop an Alternative Analysis for the Highway 101 and Highway 84 Interchange at Woodside Road.  <b>Phase:</b> Alternative Analysis  <b>Status:</b> Close out of the Alternative Analysis Contract.</p>	<p><b>TA Funding</b> \$7,200,000</p> <p><b>Expended</b> \$1,561,237</p> <p><b>Remaining</b> \$5,638,763</p>

# **Monitoring and** **Plant Establishment**

**Streets and Highways - Monitoring and Plant Establishment**

<p><b>00631 - Highway 101 - Ralston to Marsh (Auxiliary Lanes)</b></p> <p><b>Scope:</b> This project is for the construction of northbound and southbound auxiliary lanes, including monitoring and plant establishment, within the limits of Ralston Avenue in Belmont to Marsh Road in Redwood City. The project also includes a separate contract to construct the wetland mitigation site.</p> <p><b>Phase:</b> Construction <b>Status:</b> Construction is complete; continue with Monitoring and Plant Establishment through 2012.</p>	<p><b>TA Funding</b> \$25,774,063</p> <p><b>Expended</b> \$20,967,574</p> <p><b>Remaining</b> \$4,806,489</p>
<p><b>00636 - Highway 101 - Hillsdale to Ralston (Auxiliary Lanes)</b></p> <p><b>Scope:</b> This project is for the construction of the northbound and southbound auxiliary lanes within the limits of Route 92 and Ralston Avenue in Belmont. These improvements will help to alleviate traffic congestion along the Highway 101 corridor.</p> <p><b>Phase:</b> Construction <b>Status:</b> Construction is complete; continue with Monitoring and Plant Establishment through 2012.</p>	<p><b>TA Funding</b> \$6,125,000</p> <p><b>Expended</b> \$4,556,427</p> <p><b>Remaining</b> \$1,568,573</p>

# **Projects In Development**

**TA - Caltrain Projects:**

<p><b>00708 - Burlingame / Broadway Station Platform</b></p> <p><b>Scope:</b> This project is for the design and construction of an interim northbound outboard platform and installation of a center fence to eliminate the hold-out rule. The existing Broadway station is located at the Broadway Avenue intersection which causes excessive gate downtime. This reconstruction work will result in the northbound train stopping north of the Broadway intersection which in turn will allow for a better flow of vehicular traffic and less gate downtime.</p> <p><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> Decision was made to put on hold any further design effort until the footprint study for San Mateo County Grade Separation alternatives is completed.</p>	<p><b>SMCTA Funding</b> \$2,870,000</p> <p><b>Expended</b> \$859,474</p> <p><b>Remaining</b> \$2,010,526</p>
<p><b>00735 - Parking Expansion @ Hillsdale, Redwood City &amp; Menlo Park</b></p> <p><b>Scope:</b> This project is for the JPB to study parking needs/ expansion at Hillsdale, Redwood City &amp; Menlo Park.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> Original study identified access improvement needs beyond auto parking. A follow-up study is being discussed and scoped out.</p>	<p><b>SMCTA Funding</b> \$1,000,000</p> <p><b>Expended</b> \$82,468</p> <p><b>Remaining</b> \$917,532</p>
<p><b>00765 - Interim Outside Boarding Platform - Atherton</b></p> <p><b>Scope:</b> This project provides funding to the JPB to construct an interim outside boarding platform and a center fence to eliminate the hold-out rule.</p> <p><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> There are questions related to how the Atherton Station area will tie into the Dumbarton Project (SMCTA #00613). Further design effort was put on hold until rail modifications associated with Dumbarton Rail are developed and evaluated.</p>	<p><b>SMCTA Funding</b> \$2,790,000</p> <p><b>Expended</b> \$106,747</p> <p><b>Remaining</b> \$2,683,253</p>

## Railroad Grade Separations

	SMCTA Funding	Expended	Remaining
<p><b>00698 - Right of Way Preservation</b></p> <p><b>Scope:</b> This project is for the purchase of segments of the right of way in the proximity of the JPB right of way for grade separation projects. Locations include: Whipple Avenue - Redwood City; 25th Avenue - San Mateo; Holly Street - San Carlos; a strip of land between 25th Avenue and Hillsdale stations; and San Bruno Avenue - San Bruno.</p> <p><b>Phase:</b> Property Management <b>Status:</b> P Property Management is on-going.</p>	\$16,074,000	\$15,484,068	\$589,932
<p><b>00757 - Grade Separation Study - Menlo Park</b></p> <p><b>Scope:</b> This project provides funding to the City of Menlo Park to conduct grade separation feasibility studies for Oak Grove, Glenwood, Encinal and Ravenswood Avenues.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> Preferred concept of 4 tracks, involves relocation of historic buildings within the train station complex; trees will also need to be removed along the corridor. Mitigation is required. Expansion of alternatives is being evaluated.</p>	\$550,000	\$243,440	\$306,560
<p><b>00758 - Grade Separation Study - Linden Avenue</b></p> <p><b>Scope:</b> This project provides funding to the JPB for the South Linden Grade Separation Project.</p> <p><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> Scope and schedule being revised as part of an overall revision to the JPB five-year CIP.</p>	\$11,179,802	\$5,042,579	\$6,137,223

### Railroad Grade Separations (cont.)

<p><b>00764 - San Mateo County Grade Separation Study</b></p> <p><b>Scope:</b> This project provides funding to the JPB to carry out the grade separation conceptual alignment footprint study for San Mateo County.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> Study is being reviewed by management. Need to issue final report and consolidate data with grade separation study for Grade Separation Evaluation/Prioritization (SMCTA Project #00738).</p>	<p><b>SMCTA Funding</b> \$1,000,000</p> <p><b>Expended</b> \$926,164</p> <p><b>Remaining</b> \$73,836</p>
<p><b>00773 - Grade Separation Project Study Reports @ 3 TBD Locations</b></p> <p><b>Scope:</b> This project provides funding to complete grade separation studies at three locations to be identified with the conclusions of the footprint study.</p> <p><b>Phase:</b> Study <b>Status:</b> On Hold <b>Reason:</b> Awaiting completion of footprint study.</p>	<p><b>SMCTA Funding</b> \$2,000,000</p> <p><b>Expended</b> \$0</p> <p><b>Remaining</b> \$2,000,000</p>
<p><b>Streets and Highways</b></p>	
<p><b>00625 - Highway 101 - Candlestick</b></p> <p><b>Scope:</b> This project is for the initial efforts of the interchange reconstruction at Candlestick Interchange on Highway 101. The project scope is anticipated to include environmental studies, PS&amp;E and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> PSR <b>Status:</b> PSR is being developed by the City of Brisbane. The TA is monitoring the progress. Measure A funds may be allocated for future work.</p>	<p><b>SMCTA Funding</b> \$1,011,000</p> <p><b>Expended</b> \$11,405</p> <p><b>Remaining</b> \$999,595</p>

**Streets and Highways (cont.)**

<p><b>00652 - State Route 92 - Half Moon Bay to Pilarcitos Creek</b></p> <p><b>Scope:</b> This project is for the design and construction of the improvements on Route 92 from Half Moon Bay city limits to Pilarcitos Creek. This project will include: - The realignment of the existing roadway to provide for standard width lanes and shoulders. - Curve corrections at critical locations to improve the traffic safety.</p> <p><b>Phase:</b> PS&amp;E <b>Status:</b> On Hold <b>Reason:</b> Design changes are required due to comments received from the State &amp; Federal agencies on the environmental document. There is a funding shortfall due to the design changes from the regulatory agencies.</p>	<p><b>SMCTA Funding</b> \$13,400,000</p> <p><b>Expended</b> \$2,956,070</p> <p><b>Remaining</b> \$10,443,930</p>
<p><b>00654 - State Route 92 - Route 35 to I-280</b></p> <p><b>Scope:</b> This project is for the design and construction of the proposed improvements on Route 92; Route 35 (Skyline Boulevard) to I-280. This project will add an uphill lane and correct the road alignment at critical points. Work on this project includes: - A continuous uphill slow vehicle lane by widening the existing facility. - Lane realignment, as necessary, to provide curve improvements. - Wider shoulders to allow bicycle traffic. - The addition of a median barrier. - Road separation structure at the intersection of Route 92 and Route 35 at the top of the hill.</p> <p><b>Phase:</b> Environmental <b>Status:</b> On Hold <b>Reason:</b> Additional funding needed.</p>	<p><b>SMCTA Funding</b> \$9,281,000</p> <p><b>Expended</b> \$399,070</p> <p><b>Remaining</b> \$8,881,930</p>

**Streets and Highways (cont.)**

<p><b>00656 - State Route 84 - Bay Front Expressway Extension: Marsh to ECR</b></p> <p><b>Scope:</b> This project is for the preparation of the Project Study Report (PSR) for extending Route 84 North on a new alignment from Marsh Road to Woodside Road/Seaport Blvd. The purpose of the project is to alleviate existing and projected traffic congestion by providing a parallel reliever route for Highway 101 between Marsh Road and Woodside Road. PSR has been completed.</p> <p><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> Traffic congestion relief has been realized as a result of the new Highway 101 auxiliary lanes in the area which is deferring the immediate need for this project. Further development of the work on the project was suspended per SMCTA Resolution 2001-2. Additionally, there are a number of right of way impacts associated with this project. Project is being considered part of the 2020 Gateway Study (SMCTA Project #00762).</p>	<p><b>SMCTA Funding</b> \$800,000</p> <p><b>Expended</b> \$469,747</p> <p><b>Remaining</b> \$330,253</p>
<p><b>00730 - Highway 101 - Ramp Metering Hillsdale SM / SC (Auxiliary Lanes)</b></p> <p><b>Scope:</b> This project is to fund capital costs to start up ramp metering system along the Highway 101 corridor.</p> <p><b>Phase:</b> Construction <b>Status:</b> Complete <b>Reason:</b> The County of San Mateo took over the construction activities of the Ramp Metering at the Willow Road interchange. C/CAG and county are closing out project.</p>	<p><b>SMCTA Funding</b> \$600,000</p> <p><b>Expended</b> \$155,221</p> <p><b>Remaining</b> \$444,779</p>
<p><b>00733 - State Route 92 - Route 101 to Route 280</b></p> <p><b>Scope:</b> This project is for the preparation of the Project Study Report (PSR) for the additional auxiliary lanes from Highway 101 to I-280 in the uphill (westbound) direction. The project scope is anticipated to include environmental studies, PS&amp;E and construction at a later date as the Board authorizes future budget. A PSR will be written to evaluate all alternatives which will include interchanges and evaluate the entire corridor for auxiliary lanes.</p> <p><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> Additional funding needed.</p>	<p><b>SMCTA Funding</b> \$1,145,207</p> <p><b>Expended</b> \$445,146</p> <p><b>Remaining</b> \$700,061</p>

**Streets and Highways (cont.)**

<p><b>00739 - Highway 101 - University to Embarcadero (Auxiliary Lanes)</b></p> <p><b>Scope:</b> This project is for the preparation of the Project Study Report (PSR), Project Report (PR) and the Environmental Documents (ED) for the construction of the northbound and southbound auxiliary lanes within the limits of University Avenue and Embarcadero Road. The project scope is anticipated to include PS&amp;E and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> Environmental <b>Status:</b> Caltrans is the lead agency and is working on PA/ED phase (Environmental).</p>	<p><b>SMCTA Funding</b> \$2,000,000</p> <p><b>Expended</b> \$0</p> <p><b>Remaining</b> \$2,000,000</p>
<p><b>00753 - Interstate 280 - 280 / 380 Local Access</b></p> <p><b>Scope:</b> This project is for the preparation of the Project Study Report (PSR), Project Report (PR), the environmental documents and the PS&amp;E for the I-280 highway program. The purpose of this project is to improve local access at the I-280/I-380 Interchange. The project scope is anticipated to include environmental studies, detailed design and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> PSR completed; future phases to be determined.</p>	<p><b>SMCTA Funding</b> \$1,660,236</p> <p><b>Expended</b> \$634,465</p> <p><b>Remaining</b> \$1,025,771</p>
<p><b>00754 - Interstate 280 - EB Route 1 to SB I-280 and Serramonte</b></p> <p><b>Scope:</b> This project is for professional engineering to perform services in connection with the I-280 highway program in the area of northbound Route 1 to southbound I-280 and Serramonte Blvd. The purpose of the project is to improve the connection from northbound Route 1 to southbound I-280 and Serramonte Blvd. The project scope is anticipated to include environmental studies, detailed design and construction at a later date as the Board authorizes future budget.</p> <p><b>Phase:</b> PSR <b>Status:</b> On Hold <b>Reason:</b> PSR completed; future phases to be determined.</p>	<p><b>SMCTA Funding</b> \$730,000</p> <p><b>Expended</b> \$385,955</p> <p><b>Remaining</b> \$344,045</p>

**Streets and Highways (cont.)**

<p><b>00774 - Highway Evaluation Program</b></p> <p><b>Scope:</b> The project is to conduct countywide highway operational studies to assess congestion forecasting and operational analysis.</p> <p><b>Phase:</b> Study <b>Status:</b> Scope and schedule being developed.</p>	<p><b>SMCTA Funding</b> \$3,000,000</p> <p><b>Expended</b> \$1,924,986</p> <p><b>Remaining</b> \$1,075,014</p>
<p><b>00769 - State Route 84 - Woodside Road Widening</b></p> <p><b>Scope:</b> This project is for the widening of Woodside Road from two to four lanes from Broadway to El Camino Real.</p> <p><b>Phase:</b> On Hold <b>Status:</b> Waiting for the outcome of the 84/101 interchange project report.</p>	<p><b>SMCTA Funding</b> \$1,500,000</p> <p><b>Expended</b> \$736,049</p> <p><b>Remaining</b> \$763,951</p>
<p><b>Oversight</b></p>	
<p><b>00771 - C/CAG Study / ITS Program</b></p> <p><b>Scope:</b> This project is for the development of an ITS (Intelligent Transportation System) strategic plan for the implementation of state-of-the-art intelligent transportation systems throughout San Mateo County. This study will include: - Define Incident Management Goals and Objectives for San Mateo County. - Establish a schedule for the development/implementation of the Traffic Incident Management Plan. - Develop Inter-Agency Cooperation and Inter-Agency Agreements/MOUs.</p> <p><b>Phase:</b> Design <b>Status:</b> C/CAG leading effort and coordinating with Caltrans, SMCTA, and Cities to implement project. Progress: (1) PSR completed. (2) Alternative routes for Traffic Incident Guide completed. (3) Design of pilot project nearly complete.</p>	<p><b>SMCTA Funding</b> \$4,170,000</p> <p><b>Expended</b> \$925,869</p> <p><b>Remaining</b> \$3,244,131</p>



## 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.

**Segment Group** – A grouping to collect costs for specific types of tasks performed on the project:

- **Segment Group 1 – Planning & Engineering** – Consists of Feasibility Study, PSR (Project Study Report) and Environmental
- **Segment Group 2 – PS&E (Plan, Specifications and Estimates)** – Consists of Engineering Plans, Specifications and Estimating tasks from 35% Design to Final Design.



## San Mateo County Transportation Authority

### CAPITAL PROJECTS – Quarterly Progress Report

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- **Segment Group 3 – R.O.W (Right-Of-Way)** – Consists of ROW/Easements and Utility Relocation.
- **Segment Group 4 – Construction** – Consists of Procurement and Construction.
- **Segment Group 5 – Administration** – Consists of Program Support and Project Management Services, Agency staff, Sponsor Staff & Administration, In-House Legal Service, and Other Direct costs incurred by agency staff.
- **Segment Group 6 – Contingency** – Consists of Project Contingency.

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



## Abbreviations

**CAP** – Citizen Advisory Panel

**CAC** – Citizen Advisory Committee

**CEQA** – California Environmental Quality Act

**EIR/EIS** – Environmental Impact Report / Environmental Impact Study

**ERM** – Environmental Resource Management

**EMU** – Electric Multiple Unit trainset

**MTC** – Metropolitan Transportation Commission

**NEPA** – National Environmental Policy Act

**PAC** – Policy Advisory Committee

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

**PDT** – Policy Development Team / Project Development Team

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

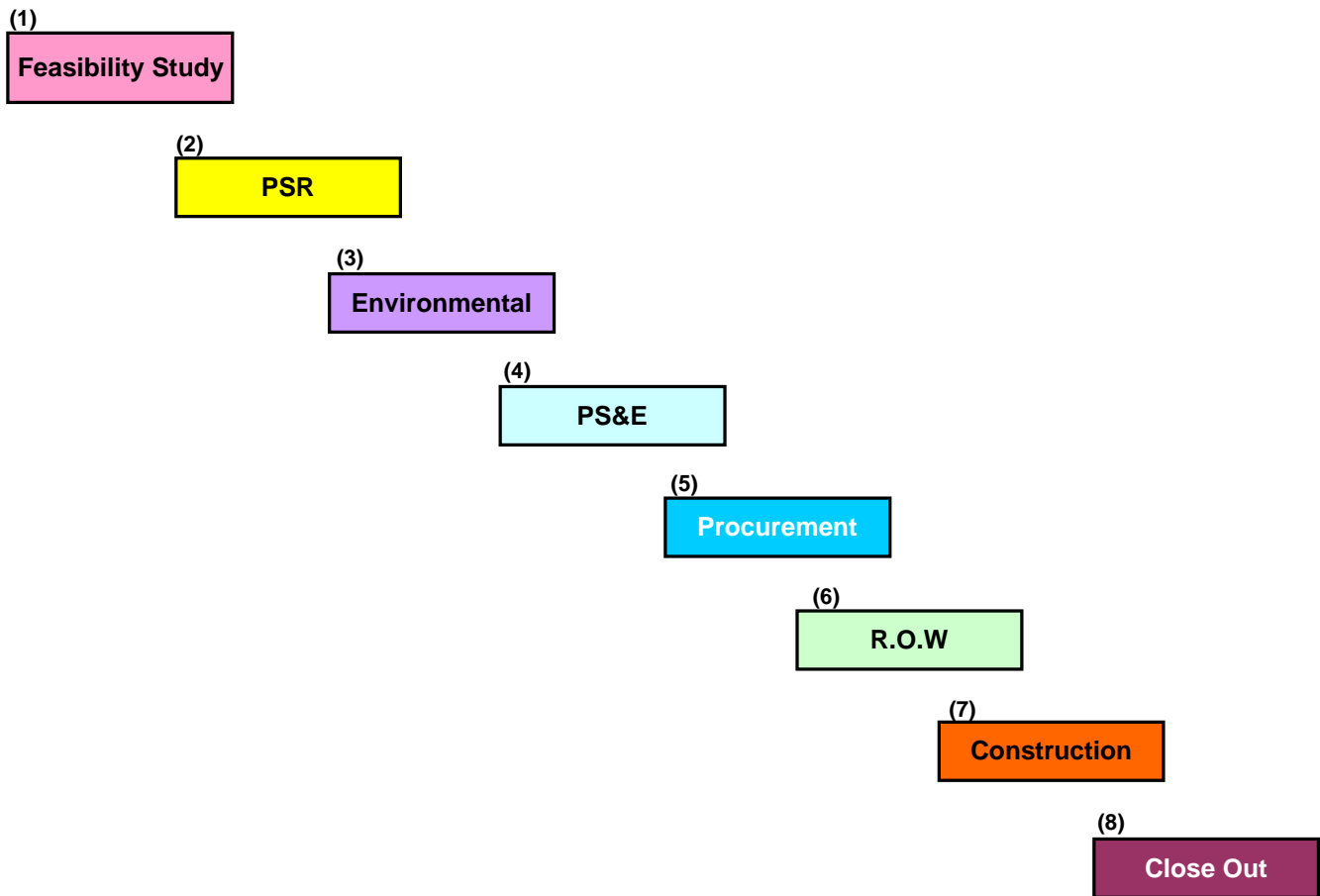
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

**RTIP** – Regional Transportation Improvement Program

**UPRR** – Union Pacific Railroad

# Project Phases



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



## Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	<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>
<b>2. BUDGET</b>	<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>
<b>3. SCHEDULE</b>	<p>(a) Project milestones / critical path are within plus/minus two 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 two 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) Project milestones / critical path show slippage more than two consecutive months.</p> <p>(b) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p> <p>(c) Schedule NOT defined for two consecutive months.</p>
<b>4. FUNDING</b>	<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>