

<u>No.</u>	<u>Dist-PPNO Co-Route</u>	<u>Title</u>	<u>Scope</u>	<u>Schedule</u>	<u>Cost</u>	<u>Benefits</u>
1	03-1787A SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line - Construct siding track.		The PA&ED schedule has been impacted by issues relating to COVID-19 and the Governor's shelter in place order. This delay has resulted in slight delays to subsequent delivery milestones. A 11-month time extension for construction allocation was approved at the December 2020 CTC meeting.		
2	03-1787C SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line- Accelerating Rail Modernization and Expansion in the Capital Region - Station Improvements		Due to the complexity of operating both high-floor and low-floor light rail vehicles on the same line in the interim transitional period , SacRT had to phase in station improvements . Phase 1 would allow both groups of vehicles to service all the stations while Phase 2 would be completed once the entire SacRT Light Rail Fleet was converted into low-floor vehicles. The Final Design has been delayed due to this phasing approach and also due the COVID 19 pandemic. This delay in completing design has also negatively impacted the subsequent milestones.		
3	04-0360Q SON-101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure			There is a potential for cost increase in the R/W Capital budget due to unanticipated modifications to the temporary construction easements which might result in additional payments to the property owners. If this cost increase materializes, the existing cooperative agreement will be amended to add local funds to cover this shortfall.	

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4	04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment					This project is being delivered using the CMGC method of delivery. The project received its construction allocation at the October 210 CTC meeting. In order to expediate the project delivery, the allocation request was based upon 95%-completed design when negotiations with the Contractor were well underway. Those negotiations continued until construction contract was awarded in January 2020. The Final agreed-upon price reflected a cost increase of \$12M. This cost increase has been funded with local funds. In addition, this project has been combined with a SHOPP project.
5	04-0658H SM-101	US 101 Managed Lanes Project - South Segment					Based upon the number of Contract Change Orders (CCOs) that have either been executed or planned to be executed and the additional work days lost to the rainy weather, the planned End Construction milestone has been delayed by three months.
6	04-0658H SM-101	US 101 Managed Lanes Project - Follow-up Landscaping					The originally established schedule was not consistent with the completion schedule of the highway mainline projects. The revised schedule will require Commission approval of a time extension to allocate STIP funds.
7	04-2015E 101	SCL-Silicon Valley Express Lanes Program - Phase 3					The End Construction milestone has been delayed by 4 months due to the need for additional coordination between the Electronic Toll System (ETS) and Civil contracts. New schedule will be monitored regularly for compliance and for any opportunities to achieve the baseline schedule.
8	05-2893 SB	North Padaro Lane Coastal Access Improvements					The original delivery schedule was not consistent with the approved SCCP funding fiscal year. The project is on track to receive allocation during the year of programming.

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9	05-2894 SB	Summerland Area Coastal Access Improvements		The Ready -to-List milestone has been delayed due to unanticipated need to acquire right of way from another agency. The agency is requesting a 12-month extension to allocate at the March 2021 CTC meeting.		
10	05-2896 SB	Santa Claus Lane Class I Bikeway		SBCAG and the associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. Difficulties with a transfer of RW between Caltrans and the County have also caused delays. In previous phases (PSE/RW), SBCAG received a 9 month extension, the same schedule impacts that were previously documented have had effects to the delivery schedule for construction. SBCAG is requesting an extension of 12 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting.		
11	05-2897 SB	Santa Claus Streetscape, Coastal Access Parking and Railroad Crossing		SBCAG and associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. SBCAG is currently coordinating with local partners and Caltrans to avoid impacts to adjacent railroad crossings, however field meetings with railroad staff are required, which have been postponed due to COVID-19. Difficulties with a transfer of RW between Caltrans and the County have also caused delays. SBCAG is requesting an extension of 12 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting		

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12	07-5497 SB	Airport Metro Connector 96th Street Transit Station		The Los Angeles World Airports (LAWA) Automated People Mover (APM) has fallen behind on their schedule, and the Crenshaw Line has experienced continued delays. Metro can't build the Airport Metro Connector (AMC) Project without LAWA completing several major structural columns and guideways as this project sits directly beneath the APM Guideway. In addition, with the Crenshaw/LAX (CLAX) Line still under construction and now testing, the AMC Project cannot currently access the rail station portion of the AMC Station Project. This is critical as the AMC Project needs to tie in temporary Turnbacks into the main CLAX Line before any AMC Rail Station work can begin. The main construction contract, funded with SCCP funds, is scheduled to be executed by summer 2021 with construction scheduled to break ground late fall 2021.	Based upon the latest cost estimate, a small increase in construction is being funded with savings realized from completed phases. However, the overall cost of the project has not changed.	

13	08-1230 SBD	Redlands Passenger Rail Project		The End of Construction date has been delayed by 6 months, from 5/31/2021 to 11/30/2021 due to challenges in Right-of-Way acquisition, relocating impacted utilities (Southern California Edison), and final design modifications.	The R/W budget has increased due to increase in utility relocation costs. The construction costs have increased due to award of the Mainline Construction Contract being higher than the estimate. The San Bernardino County Transportation Agency has allocated a combination of additional local Measure 1 funds, State Transit Assistance funds, and federal Transit Administration funds to cover this shortfall for R/W and construction.	
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14	11-0615F,G,H,I SD-5	I-5 North Coast Corridor HOV Extension - Phase 1 - HOV (Encinitas and Carlsbad Segments)	After additional discussions with the project team, it was realized that the discrepancy between 3.0 miles of aux lanes (baseline agreement) and recent calculations of 2.80 miles of aux lanes resulted from two project teams using different definitions for calculating the length of aux lanes. The 3.0 mile length was calculated based upon the standard Caltrans definition of aux lanes. The current project team has reverted back to the standard definition and hence there is no longer any issue of scope change.		There is no cost issue for either the Encinitas or Carlsbad segments. During the process of splitting this project the combined project into various contracts, the funding plan became erroneous. These funding discrepancies are being corrected.	The overall I-5 North Corridor HOV Extension - Phase 1 project is delivering 3.0 miles of aux lanes between the Encinitas and the Carlsbad segments. Due to some flexibility offered by the CMGC delivery approach, the actual construction of aux lanes between Encinitas and Carlsbad segment is different than what was documented in the baseline agreement for these two segments. At the March 2021 CTC meeting, The department will be requesting an allocation amendment for the Encinitas segment to align aux lane distribution between two segments with the actual delivery.