



BOARD OF DIRECTORS 2026

JULIA MATES, CHAIR
MARK NAGALES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
RAY MUELLER
CARLOS ROMERO

APRIL CHAN
EXECUTIVE DIRECTOR

AGENDA

San Mateo County Transportation Authority

Board of Directors Meeting

September 3, 2026, 5:00 pm

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at: <https://us02web.zoom.us/j/85843055309?pwd=nQ4aRTr3DJ8MIQMoeBXzL4ueNCPtta.1> or by entering Webinar ID: **858 4305 5309**, Passcode: **673287** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.smcta.com/about-us/board-directors/video-board-directors>.

Public Comments: Written public comments may be emailed to publiccomment@smcta.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Thursday, September 3, 2026

5:00 pm

1. Call to Order
2. Roll Call / Pledge of Allegiance
3. Public Comment for Items Not on the Agenda
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
4. Report of the Community Advisory Committee Informational
5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Approval of Meeting Minutes of the Board of Directors Meeting of August 6, 2026 Motion
 - 5.b. Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 4 Motion
 - 5.c. Accept Preliminary Year-End Financial Report for the Fiscal Year Ending June 30, 2026 Motion
 - 5.d. Approving and Ratifying the Fiscal Year 2027 Insurance Program Resolution
 - 5.e. Programming and Allocating \$4,100,000 in New Measure A Interest Income Funds and Awarding \$8,100,000 Under the 101 Corridor Connect Kickstart Mini-Grant Program for 11 Projects Resolution
6. Report of the Chair Informational
7. San Mateo County Transit District Liaison Report Informational
8. Peninsula Corridor Joint Powers Board Liaison Report Informational
9. Report of the Executive Director Informational
10. Program
 - 10.a. Peninsula Shuttle Program Optimization and Funding Strategy Update Informational

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

- | | |
|--|------------|
| 10.b. Programming and Allocating \$3,000,000 in Highway Program Funds for the Design Phase of the State Route (SR) 84/ United States (U.S.) 101 Interchange Reimagined Project | Resolution |
|--|------------|

11. Finance

- | | |
|--|---------------|
| 11.a. Update on United States (U.S.) 101 Express Lanes Variable Rate Bonds and Express Lanes Performance | Informational |
|--|---------------|

12. Legislative Matters

- | | |
|--------------------------|---------------|
| 12.a. Legislative Update | Informational |
|--------------------------|---------------|

13. Requests from the Authority

14. Written Communications to the Authority

15. Date / Time of Next Regular Meeting: Thursday, October 1, 2026, at 5:00 pm

The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

16. Report of Legal Counsel

- 16.a. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
Former Property: 2777 S. El Camino Real, San Mateo, CA 94403
Negotiators: April Chan and Joan Cassman
Negotiating Party: City of San Mateo
Under Negotiation: Price and Terms of Transfer

17. Adjournment

Information for the Public

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Agendas are available on the SMCTA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the Board of Directors can be emailed to board@smcta.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

Date and Time of Regular Board Meetings and Community Advisory Committee Meetings

San Mateo County Transportation Authority (SMCTA) Board: First Thursday of the month at 5:00 p.m.
SMCTA Community Advisory Committee (CAC): Tuesday prior to the SMCTA Board meeting at 4:30 pm.
Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the SMCTA website.

Location of Meeting

Members of the public may attend in person or participate remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/board-directors-calendar> for any updates or further instruction.

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Written public comments may be emailed to publiccomment@smcta.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person, through Zoom, or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the SMCTA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transportation Authority
Board of Directors
Regular Meeting**

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 6, 2026

Members Present: Noelia Corzo, Anders Fung, Carlos Romero, Mark Nagales (Vice Chair)

Members Absent: Rico E. Medina, Ray Mueller, Julia Mates (Chair)

Staff Present: S. Atkinson, J. Cassman, A. Chan, A. Feng, R. Galindo, M. Petrik,
P. Skinner, M. Tseng

1. Call to Order

Acting Chair Mark Nagales called the meeting to order at 5:15 pm.

2. Roll Call / Pledge of Allegiance

Margaret Tseng, Authority Secretary, called the roll and confirmed a Board quorum was present.

Acting Chair Nagales led the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda – There were none.

4. Report of the Community Advisory Committee

Acting Chair Nagales stated the report is available online.

5. Consent Calendar

5.a. Approval of Minutes of the Board of Directors Meeting of June 4, 2026

5.b. Accept Quarterly Reports for On-Call Contracts for Fiscal Year 2026 Quarter 4

Motion/Second: Fung/Romero

Ayes: Corzo, Fung, Romero, Nagales

Noes: None

Absent: Medina, Mueller, Mates

6. Nominating Committee Report for the Community Advisory Committee

6.a. Reappointment of Community Advisory Committee Members

Motion/Second: Romero/Corzo

Ayes: Corzo, Fung, Romero, Nagales

Noes: None

Absent: Medina, Mueller, Mates

7. Report of the Chair

Acting Chair Nagales stated that there was nothing to report.

8. San Mateo County Transit District Liaison Report

Acting Chair Nagales stated the report was posted online.

9. Peninsula Corridor Joint Powers Board Liaison Report

Acting Chair Nagales stated the report was posted online.

10. Report of Executive Director

April Chan, Executive Director, stated the report was in the packet and noted the following:

- San Mateo County Transit District (SamTrans) 50th anniversary celebration on September 26
- California State Department of Transportation (Caltrans) District 4 safety meeting for Skyline Boulevard and State Routes 9, 35, and 84
- Restoration of \$70 million in state funding for the Broadway Grade Separation Project
- Staff is releasing \$24 million for the pedestrian and bicycle program and \$3 million for the Transportation Demand Management (TDM) call for projects
- August 31 workshop and October 30 application deadline for the two funding programs

Staff provided further clarification in response to the Board comments and questions, which included website improvements, future funding opportunity timelines, and transportation funding efforts.

11. Program

11.a. Peninsula Shuttle Program Optimization and Funding Strategy Update

Sue-Ellen Atkinson, Manager, Planning and Funding Management, provided the presentation that included the following:

- Declining ridership, shuttle program funding challenges, and rising operating costs
- Measure A and City/County Association of Governments of San Mateo County (C/CAG) funding levels and local match scenarios
- Transit gap, demographic, and travel pattern analysis
- Shuttle route nomination process, evaluation criteria, and scoring methodology

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Community and commuter shuttle needs reflected equally in evaluation criteria
- Potential flexibility in the seven-year funding commitment
- Equity metrics based on population served near shuttle stops
- Future ridership estimates for new routes and ongoing performance monitoring
- Marketing plans to increase awareness and ridership
- Cost efficiency and local match considerations
- Community shuttles intended to complement, not compete with SamTrans service

11.b. 101 Corridor Connect Mini-Grant Program Update

Ms. Atkinson provided the presentation that included the following:

- \$4 million mini-grant program established to advance priority 101 Corridor Connect projects
- Early planning, conceptual design, and community engagement
- 13 applications requesting \$8.65 million plus \$650,000 in technical assistance
- Evaluation based on multi-jurisdictional projects, plan priorities, and disadvantaged communities
- Option 1 funds five projects within the approved \$4 million
- Option 2 funds 11 projects using additional interest income, totaling \$8.35 million

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Support for Option 2 and use of interest income to fund additional projects
- Multi-jurisdictional collaboration and potential cost efficiencies
- Project delivery history as a potential future grant evaluation factor
- Future funding opportunities for communities outside the 101 corridor
- Highway 1 Coastal Connect planning efforts and project prioritization
- Potential future mini-grant program for Coastside projects

12. Finance

12.a. Accept Quarterly Investment Report

Ray Galindo, Debt, Investment and Cash Management, and Tom Tite, Managing Director, Public Trust Advisors, provided the presentation that included the following:

- Fiscal Year (FY) 2026 investment portfolio remained stable and well diversified
- Liquid balances increased as revenues exceeded expenditures
- Investment earnings exceeded budget, with approximately \$9 million from the managed portfolio and \$24 million from the liquid portfolio
- Investment pools balanced liquidity needs and investment returns
- Managed portfolios remained compliant with the investment policy and state requirements
- Approximately 80 percent of managed funds were invested in United States (U.S.) Treasury securities

- Portfolio yields increased during the quarter

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Portfolio diversification across the yield curve and interest rate environment
- Expected 25-basis point interest rate increase and impact on portfolio yields
- Preservation of principal and sufficient liquidity as investment priorities
- Approximately \$98 million in operating funds and cash flow planning

Motion/Second: Romero/Fung

Ayes: Corzo, Fung, Romero, Nagales

Noes: None

Absent: Medina, Mueller, Mates

13. Legislative Matters

13.a. Legislative Update

Michaela Petrik, Government and Community Affairs Officer, provided the presentation that included the following:

Federal

- Federal appropriations and continuing resolution negotiations ahead of the September 30 deadline
- Surface transportation reauthorization and potential short-term extension
- Proposed federal grant rule increasing agency discretion over grant awards and terminations
- Concerns regarding impacts to capital projects, funding stability, and project delivery

State

- FY27 State budget and Broadway Grade Separation Program funding
- Greenhouse Gas Reduction Fund (GGRF) funding reductions and impacts to transit programs
- SamTrans and Peninsula Corridor Joint Powers Board (Caltrain) participation in efforts to protect state transit funding commitments
- Connect Bay Area Regional Transit Measure qualified for the November 2026 ballot
- Proposition 43 and potential two-thirds vote requirement for future local transportation funding measures, including Measure A

Staff provided further clarification in response to the Board comments and questions, which included federal funding for the Redwood City 101 Interchange Project and the anticipated construction Request for Proposals (RFP) early next year.

14. Requests from the Authority – There were none.

15. Written Communications to the Authority – Available online.

16. Date/Time of Next Regular Meeting: Thursday, September 3, 2026, at 5:00 pm

17. Report of Legal Counsel

Joan Cassman, Legal Counsel, stated there was no report.

18. Adjournment

The meeting adjourned at 6:46 pm.

DRAFT

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 4**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transportation Authority (SMCTA) accept the Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 4.

Significance

The Capital Projects Quarterly Status Report (QSR) is provided to keep the Board informed about active capital projects funded through Measure A and Measure W.

Budget Impact

There is no impact on the budget.

Background

Staff prepares the QSR for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is presented to the Board for informational purposes to provide up-to-date information on the status of capital projects.

Prepared By: Leslie Fong Financial Program Manager 650-508-6332

SMCTA

CAPITAL PROJECTS

Quarterly Status Report

FY2026 Q4: April 1, 2026 - June 30, 2026



Top-Left: Aerial view of Bayside pedestrian overcrossing and US 101/Broadway Interchange in Burlingame.

Top-Right: Aerial view of the Hwy 1 (SR1) and Main St in Half Moon Bay.

Bottom-Left: SMCTA Directors accepting the \$3M earmark funding for the Broadway Grade Separation Project from Congressman Mullin.

Bottom-Right: SMCTA staff on an infrastructure bike tour in East Palo Alto on July 14, 2026.



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Caltrain - Grade Separation and Special Projects	40



HIGHWAY PROGRAM PERFORMANCE STATUS DEFINITIONS

Task	 On Target (GREEN)	 Moderate Risk (YELLOW)	 High Risk (RED)
SCHEDULE	(a) Project milestones / critical path are within plus / minus four 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 four 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) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.
BUDGET	(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.
FUNDING	(a) Expenditure is consistent with Available Funding. (b) All funding has been secured or available for scheduled work.	(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available. (b) NOT all funding is secured or available for scheduled work.	(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available. (b) No funding is secured or available for scheduled work.
Invoicing	(a) Invoices or reimbursement claims have been submitted consecutively for the last two quarters (one per quarter, two in six months).	(a) Only one invoice or reimbursement claim submitted in the last two quarters (one in six months).	(a) No invoice or reimbursement claim submitted in the last two quarters (zero in six months).

Notes:

- (1) If more than one event is triggered, the worst performing light will be shown.
- (2) Status color is based on the pending milestones (completed milestones are not considered).



HIGHWAY PROGRAM - STATUS SUMMARY
TABLE
FY2026 Q4: April 1, 2026 - June 30, 2026

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING		INVOICING	
			Previous	Current	Previous	Current	Previous	Current	Previous	Current
000622	US 101/Willow Interchange	5	●	●	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	7	●	●	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	9	●	●	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	11	●	●	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	13	●	●	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	15	●	●	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	17	●	●	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	19	●	●	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	21	●	●	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	23	●	●	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	25	●	●	●	●	●	●	●	●



Project ID: 000622

US 101/Willow Interchange Project

Reporting Phase(s): Landscaping PS&E (Activity 16)

Future Funded Phases: Landscaping CON (Activity 16)

Sponsors: City of Menlo Park

Implementing Agency: City of Menlo Park

SMCTA Role: Funding Agency

Phase Overview: Design and construction of US 101/Willow Road interchange landscaping improvements

Percent Complete: 50%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

This project will address operational deficiencies both on US 101 and Willow Road that are caused by the short weave between on- and off-ramps and result in travel time and reliability benefits. The project will also address safety and operational issues for bicycling and walking.

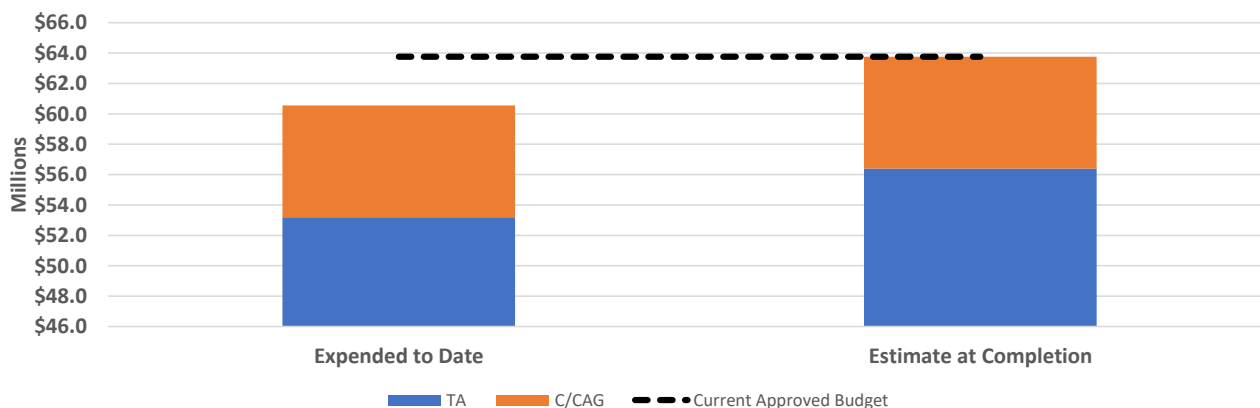
STATUS SUMMARY:

Construction of the interchange improvements was completed in 2019, and the highway landscaping was subsequently put on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping, including gathering community and stakeholder feedback. The City, Transportation Authority (SMCTA), and Caltrans have an agreement to finalize the design and construct the landscaping for the project. The Caltrans cooperative agreement was signed in September 2023.

The City of Menlo Park approved the Construction Agreement on June 18, 2026. The lowest, responsive bidder's bid was below the engineer's estimate which eliminated the anticipated funding gap. As such, the project funding is back on track. The project team is coordinating with Caltrans to obtain the encroachment permit which is expected next quarter. The pre-construction meeting was held on July 17, 2026, with the San Mateo County Transportation Authority (SMCTA), Callander & Associates, Caltrans, the City of Menlo Park, the City of East Palo Alto, and the contractor, Bortolussi & Watkin.

Caltrans is managing the removal of an encampment within the project limits. Active construction is anticipated to begin in Summer 2026, pending final approvals.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$56,400,000	\$53,190,721	\$3,209,279	94%	\$56,400,000	\$0
State Transportation Improvement Program	\$7,360,534	\$7,360,534	\$0	100%	\$7,360,534	\$0
Total Project	\$63,760,534	\$60,551,255	\$3,209,279	95%	\$63,760,534	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	10/30/25	10/01/23	02/01/26
Construction (Landscaping)	06/24/25	06/30/29	01/01/26	06/30/30	08/17/26	10/30/30

PROGRESS THIS QUARTER:

1. Submitted Caltrans right of way certification.
2. Submitted Caltrans encroachment permit application.
3. Prepared the Second Amendment to the MOU.

FUTURE ACTIVITIES:

1. Review contractor's submittals.
2. Execute the Second Amendment to the MOU, including extending the project timeline for plant establishment.
3. Obtain Caltrans encroachment permit.

KEY ISSUES:

1. Extended coordination with Caltrans and local jurisdictions impacted the schedule; working on amendment 2.
2. Notified City that no invoices have been received in past 12 months.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/SMCTA	10/10/23	04/06/29	10/10/28	Establishes the City as the implementing agency for landscaping PS&E and SMCTA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/SMCTA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities
Amendment 1 to MOU	11/21/2025	12/31/2030	6/30/2030	Updates roles/responsibilities and extends the project schedule



Project ID: 000768

US 101/Woodside Road (SR 84) Interchange Project

Reporting Phase(s): PS&E, ROW Support, ROW Capital (Activities 13, 14, 15)

Future Funded Phases: Construction (Activity 16)

Sponsors: City of Redwood City

Implementing Agency: City of Redwood City

SMCTA Role: Funding Agency

Phase Overview: Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) for 84/101 interchange improvement project.

Percent Complete: 85%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road to increase the vertical clearance at US 101, eliminating the existing 5-legged intersection at Broadway and Woodside Road, signaling ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and US 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

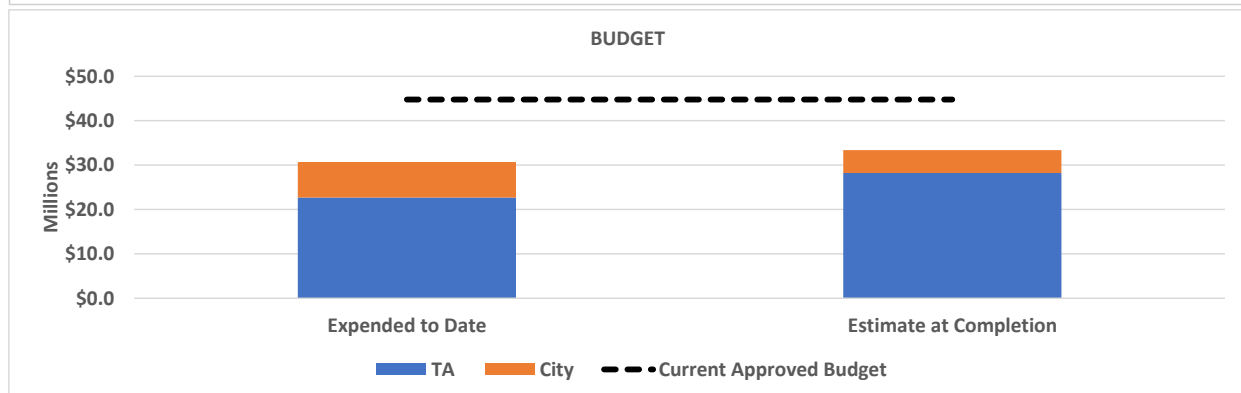
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide new pedestrian and bicycle access across US 101 (which does not presently exist) and provide new and improved sidewalks and bikeways throughout the Project area. The total length of the Project is 2.3 miles, including 1.9 miles along US 101 (from Post Mile 4.6 to 6.5) and 0.40 miles along SR 84 (from Post Mile 25.3 to 25.7).

STATUS SUMMARY:

After months of joint advocacy by the City and SMCTA, FHWA has agreed to execute an agreement with Caltrans for the obligation of \$105M for Construction.

Caltrans returned comments on the final draft of the Roadway PS&E in late 2025. Then, Caltrans returned comments on the preliminary draft of the Structures PS&E in April 2026. The design team has been working to address these comments and other final design details over the course of the quarter. The project team continued the resolution of UPRR comments and continued work to acquire the parcels necessary for the project.

The project team is awaiting the results of the independent cost estimate to understand cost risks and whether additional funding is needed. The schedule has been delayed by more than six months and the status light remains red. The schedule will be updated when the funding agreement with the City is amended.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$33,685,000	\$22,686,028	\$10,998,972	67%	\$28,195,000	\$0
City	\$11,080,000	\$7,980,618	\$3,099,382	72%	\$5,160,000	\$0
Total Project	\$44,765,000	\$30,666,646	\$14,098,354	69%	\$33,355,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	11/09/26
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	11/09/26
ROW Capital	02/01/25	12/31/26	02/01/25	12/31/26	02/01/25	12/31/26

PROGRESS THIS QUARTER:

1. Project team addressed comments from Caltrans and UPRR, and preparing 100% final submittals.
2. Conducted meetings with stakeholders regarding federal approval of the INFRA funding agreement with Caltrans.
3. Continued to work on the three-way Construction Cooperative Agreement between the City, Caltrans and SMCTA.
4. Reviewed the draft Project Charter and revised it to address Caltrans comments.
5. Continued refinement of the Construction Phase Comms Plan, including meeting with the Caltrans PIO to clarify assignments and hours.
6. Met with City Public Works staff to prep for and meet with Caltrans to discuss their input on the project specific Maintenance Agreement; followed up with Caltrans on the 84 Corridor existing maintenance agreement.
7. Began work to develop an independent Staffing Plan for Construction Manager to serve as a basis of evaluation of Caltrans expectations.
8. Continued work in support of securing property owners' signatures on purchase agreements.
9. Continued working with utility companies on relocations, especially the PG&E undergrounding across the LaSalle-Pearlman property.
10. Continued work with AECOM and UPRR to finalize UPRR's approval of the at-grade crossings and discussed with UPRR the possibility of initiating the C&M agreement once comments are sufficiently addressed.
11. Worked with City Staff to complete preparations for advertisement of the early tree removal contract.

FUTURE ACTIVITIES:

1. Support City's effort to resolve the County's concerns with the Veterans parcel to reach agreement.
2. Respond to inquiries regarding parcel offers. Negotiate and approve purchase agreements for ROW parcels.
3. Initiate court proceedings for condemnation, if necessary. Prepare for the City Council on ROW actions.
4. Determine the cost of Caltran's staffing plan.
5. Finalize UPRR plan acceptance and launch acquisition proceedings.

KEY ISSUES:

1. Railroad, Right of Way, and PS&E are on critical path and could impact ability to advertise in early 2027 and begin construction in mid-2027.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion	Description
Cooperative Agreement No. 04-FA - City/SMCTA	10/11/17	N/A	N/A	Redwood City is sponsor and implementing agency for PS&E, Board Resolution 2015-19 dated October 1, 2015
Amendment 1	08/01/17	12/31/20	09/30/20	Schedule extension due to Project Management changes
Amendment 2	12/06/19	06/30/21	12/31/20	Schedule extension for ROW Support
Amendment 3	02/11/21	06/30/22	12/31/21	Schedule extension and funds added by Sponsor
Amendment 4	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Project Supplement 1	05/17/24	06/30/26	12/31/25	Adds budget for ROW Capital
Project Supplement 5	05/12/25	12/31/27	06/30/27	CON funding awarded



Project ID: 000800

US 101/University Ave Interchange Project

Reporting Phase(s): Construction (Activity 16)

Future Funded Phases: None

Sponsors: City of East Palo Alto

Implementing Agency: City of East Palo Alto

SMCTA Role: Funding Agency

Phase Overview: Construction of US 101/University Avenue interchange improvements inclusive of bicycle and pedestrian improvements

Percent Complete: 99%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three lanes to four lanes to include two left turn and two right turn lanes. The northbound US 101 to southbound University Avenue loop off-ramp would be realigned to square up with University Avenue with a tighter-radius-curve for pedestrian and bicyclist safety.

The project will relieve an interchange bottleneck at University Avenue and US 101. The project will also reduce intersection delay along University Avenue at both Donohoe Street and Woodland Avenue. The southbound ramp improvements will reduce queue lengths in both the AM and PM peak periods. Bicycle and pedestrian safety will be improved with a dedicated overcrossing that will eliminate bicycle and vehicle weaving conflicts on University Avenue. Combined, these improvements will create separated, comfortable facilities

STATUS SUMMARY:

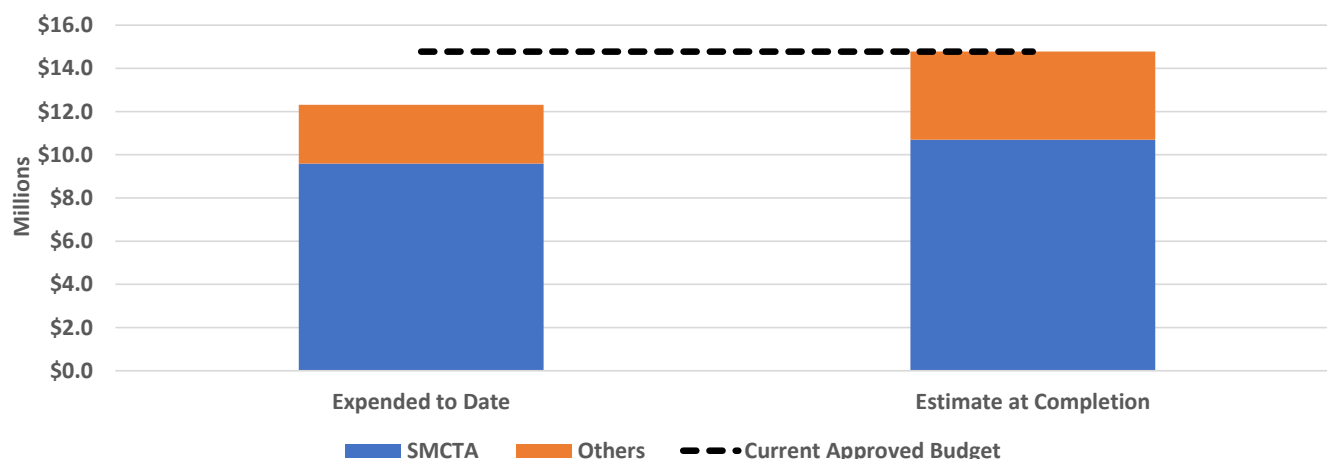
Construction activities began in July 2023. The construction contractor completed construction activities and a ribbon cutting event was held on November 22, 2025.

Construction is complete and the project has transitioned to the plant establishment period. While construction activities are complete, a number of potential claims from the contractor are currently being processed. Additional time is needed to resolve these claims and any related cost implications. The City's requested time extension was approved.

The City also requested additional funding to cover unanticipated work including fence replacement, pavement rehabilitation, and additional construction management services to cover delays due to coordination within Caltrans' right-of-way. A future funding agreement amendment will be considered for this request.

The traffic light for invoicing has gone to red since a reimbursement request had not been submitted since November 2025.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$10,700,000	\$9,590,796	\$1,109,204	90%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$487,044	\$283,956	63%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$1,558,539	\$743,661	68%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$681,861	\$318,139	68%	\$1,000,000	\$0
Total Project	\$14,773,200	\$12,318,240	\$2,454,960	83%	\$14,773,200	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	01/31/27	03/01/23	01/31/27

PROGRESS THIS QUARTER:

1. Executed Funding Agreement Amendment to extend the expiration date to 1/31/27.
2. Project closeout activities continued, including ongoing negotiations to resolve outstanding contractor claims.
3. Submitted a request for additional funding.
4. Closed out stormwater pollution prevention program (SWPPP) requirements.
5. Plant establishment period started.

FUTURE ACTIVITIES:

1. Resolve contractor claims.
2. Submit reimbursement claim #4.
3. SMCTA to consider amendment for additional funding.
4. Ongoing monitoring of irrigation and planting.

KEY ISSUES:

1. The City has requested additional funding to cover unanticipated work including fence replacement, pavement rehabilitation, and additional construction management services to cover delays due to coordination within Caltrans' right-of-way. A future funding agreement amendment will be considered for this request.
2. Invoices have not been submitted for two quarters.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - City/TA	02/08/23	12/31/25	07/31/25	Board Resolution No. 2021-33 dated 12/02/21
Amendment 1	04/28/26	01/31/27	07/31/26	Amendment to extend term of agreement



Project ID: 000803

Utah Avenue Overcrossing Project

Reporting Phase(s): Plans, Estimates and Specifications (PS&E) (Activity 13)

Future Funded Phases: None

Sponsors: City of South San Francisco

Implementing Agency: City of South San Francisco

SMCTA Role: Funding Agency

Phase Overview: Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) of the Utah Avenue Extension

Percent Complete: 75%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

The scope of the project is to provide the design for the construction of a new US 101 overcrossing that will extend from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turn lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified or reconstructed.

The purpose of the project is to provide an additional local east-west connection across US 101 that benefits all modes of transportation in the project area; and accommodate future planned growth in the City of South San Francisco and in the project vicinity.

STATUS SUMMARY:

The Project Approval and Environmental Document (PA&ED) phase was completed in February 2023. Since then, the project has received federal, state, and SMCTA funding. The City Council awarded the contract for the Plans, Specifications and Estimates (PS&E) phase to AECOM.

For delivery and coordination purposes, the project remains divided into two primary components:

1. Four-Way Intersection Improvement Project:

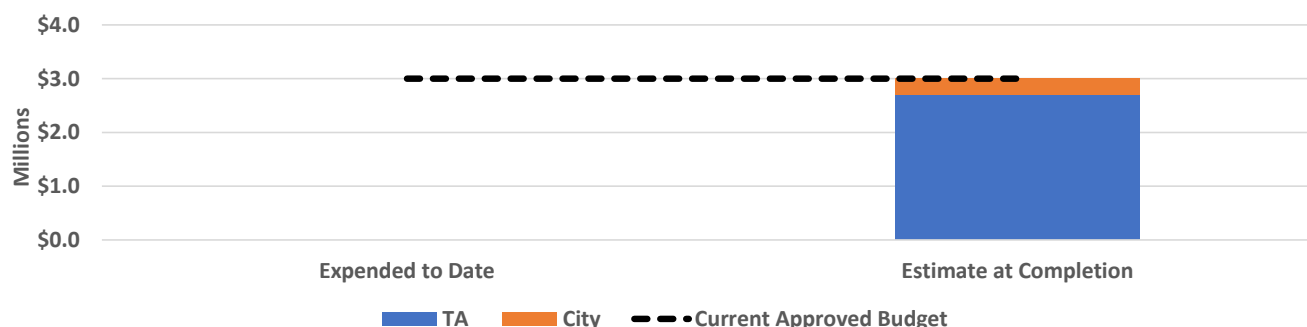
Airport Boulevard/Produce Avenue/San Mateo Avenue

2. US 101 Overpass:

- New overpass of US 101 extending from the Utah Ave/South Airport Blvd intersection to San Mateo Ave

During this quarter, design progressed on both the roadway and structural components. Coordination with Caltrans continued to support design approvals, right-of-way (ROW) certification, and construction readiness. The design of the Four-Way Intersection Improvement Project is anticipated to be completed by January 30, 2027, and the Utah Avenue Overcrossing Project remains on track to be Ready to List (RTL) for construction by December 31, 2028. The schedule reflects additional time needed for the City of South San Francisco to secure funding for right-of-way acquisition.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$2,700,000	\$0	\$2,700,000	0%	\$2,700,000	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$3,000,000	\$0	\$3,000,000	0%	\$3,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	5/27/2024	12/31/2025	5/27/2024	12/31/2025	5/27/2024	12/30/2026

PROGRESS THIS QUARTER:

1. Continued coordination with PG&E, Kinder Morgan, and Caltrans on utility, permitting, and project development activities.
2. Submitted the 95% Structures and Civil Plans for the Overcrossing project to Caltrans and began addressing review comments.
3. Completed the independent structural check and finalized the conceptual bridge aesthetics and retaining wall architectural treatment for the 95% submittal.
4. Continued ROW engineering activities, including parcel map updates.
5. Continued development of the Supplemental Project Report and the Structure Ownership and Maintenance Agreement.
6. Federal funds have been fully expended, the remaining project work will be funded with SMCTA funds.

FUTURE ACTIVITIES:

1. Continue coordination with the Caltrans and utility owners.
2. Continue development of the 100% PS&E packages for both the Four-Way Intersection and Overcrossing projects.
3. Continue developing ROW descriptions.

KEY ISSUES:

1. Prior coordination with adjacent developments caused delays and require a schedule extension.
2. Coordination with the developer in the Four-Way Intersection Area continues to support project development and construction planning.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	5/30/2024	6/30/2026	12/31/2025	Board Resolution 2023-26 dated 12/7/2023



Project ID: 000823

Highway 1 Safety And Operational Improvements Project

Reporting Phase(s): Construction (Activity 16)

Future Funded Phases: None

Sponsors: City of Half Moon Bay

Implementing Agency: City of Half Moon Bay

SMCTA Role: Funding Agency

Phase Overview: Construction phase for safety and operational improvements along Highway 1 (SR 1)

Percent Complete: 30%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

Project will widen Highway 1 (SR 1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue, and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will be installed on the north side of SR-1. Landscaping improvements will be installed in a new raised median. Bus stops will be rebuilt and connected to pathways on both sides of the highway.

The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide new pedestrian/bicycle crossing opportunities of the highway. Three residential neighborhoods on the north side of the Highway will also now be able to access downtown Half Moon Bay and multiple schools with the new side path.

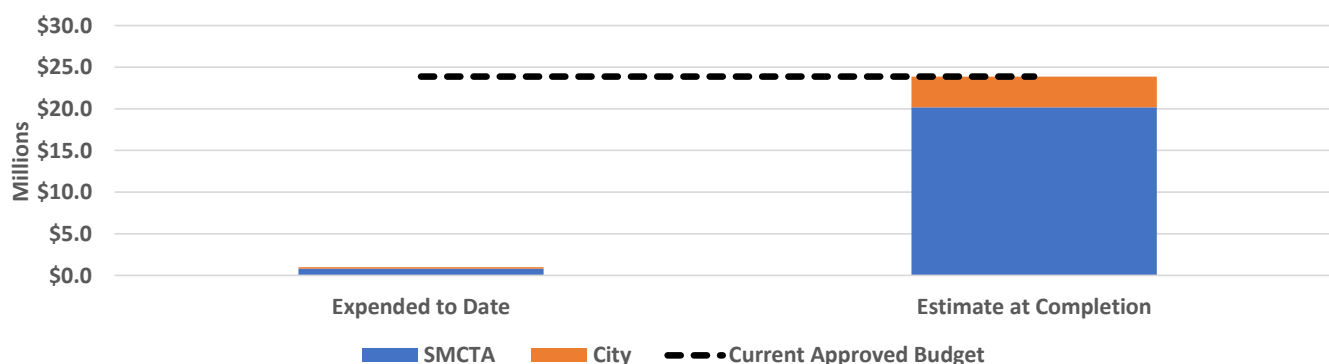
STATUS SUMMARY:

In late June, the City was informed by Caltrans that 100% PS&E was approved. Final plans were signed and resubmitted. The COOP agreement for SMCTA LPP funds is currently under review with Caltrans. The City/SMCTA Funding Agreement is currently being reviewed by legal. Current timeframe for the project is still expected to be ready to list in December 2026 with a planned construction start for March 2027.

The City has contracted a construction manager for the project and began hosting preconstruction coordination with the team. They performed a constructability QA/QC review of the resubmittal package prior to resubmittal to Caltrans. They will be assisting with developing the project QMP and SIQMP. The City will also be building out the construction support team including solicitations for project management support, inspections, testing, SWPPP and related services early this fall.

Additional, ongoing coordination with Caltrans includes finalizing the project stormwater data report and right-of-way certification, which are both near completion and should be submitted in July. The construction amendment 2 is currently under legal review and the project schedule will be updated when the amendment is executed. The schedule traffic light will be red until that amendment is executed.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$20,175,000	\$794,817	\$19,380,183	4%	\$20,175,000	\$0
City	\$3,700,000	\$212,461	\$3,487,539	6%	\$3,700,000	\$0
Total Project	\$23,875,000	\$1,007,278	\$22,867,722	4%	\$23,875,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	09/01/23	09/30/25	09/01/23	12/31/27	03/01/27	03/01/29

PROGRESS THIS QUARTER:

1. Caltrans approved 100% PS&E at the end of June.
2. The project construction manager performed a constructability QA/QC review of the 100% PS&E before submitting to Caltrans.
3. The City continues collaboration with PG&E to relocate the gas line casing vent as part of a separate, standalone project where PG&E Engineering is doing the design.
4. The City is working with PG&E to secure an encroachment permit for new pedestal service meter needed for the new intersection at Terrace Ave.

FUTURE ACTIVITIES:

1. Continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Secure Caltrans' right-of-way certification.
3. Get the project ready to bid later this year.
4. The City will also be building out the construction support team including solicitations for project management support, inspections, testing and related services early this fall.
5. Prepare draft Quality Management Plan for construction.
6. Execute the co-op agreement with Caltrans.

KEY ISSUES:

1. The schedule has been delayed by more than six months due to Caltrans coordination and the status light has changed to red. The schedule will be revised when the amendment is executed with the City.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	10/19/22	06/30/25	12/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1	04/23/25	06/30/28	12/31/27	Amended for time extension



Project ID: 100302

US 101 Managed Lanes North of I-380 Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: PS&E (Activity 13)

Sponsors: C/CAG, SMCTA, Caltrans

Implementing Agency: SMCTA

SMCTA Role: Funding and Implementing Agency

Phase Overview: Project Approval and Environmental Document (PAED) to complete the managed lanes on US 101

Percent Complete: 84%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

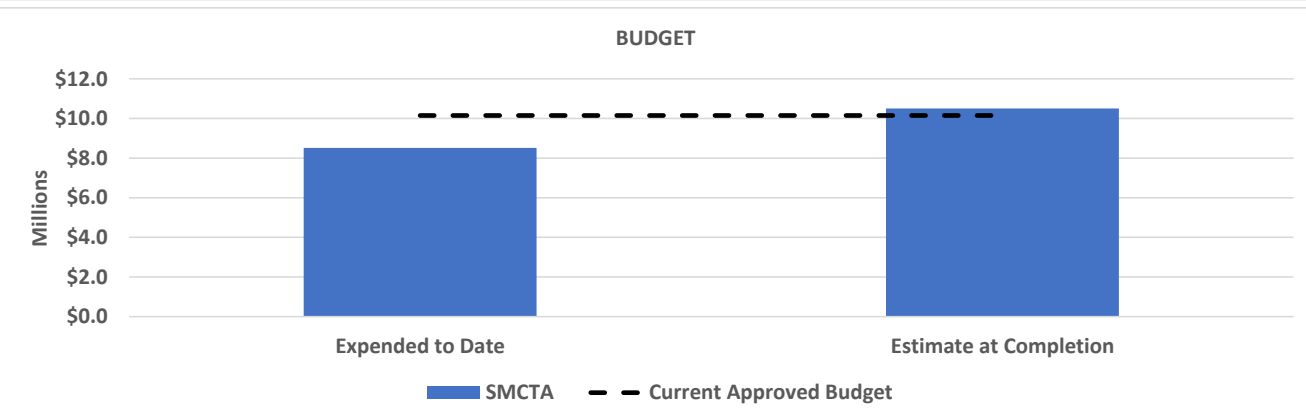
The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange to the San Mateo/San Francisco County Line. The PAED phase of the project is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve the environmental document.

The Project will reduce delays and improve travel time and reliability by providing new tolled or standard managed lanes for use by HOV3+ (vehicles w/ 3 or more occupants), motorcycles and transit for free and potentially other vehicles for a fee. It will encourage carpooling and transit use as an alternative to driving alone, increase person throughput, and reduce adverse impacts from cut-through traffic on local streets to avoid congestion on US 101. The Project closes the gap and will complete the planned managed lane system on US 101 within San Mateo County which spans from San Francisco County to Santa Clara County with a possible extension into San Francisco County.

STATUS SUMMARY:

The revised Supplemental Noise Study Report and Visual Impacts Assessment Report have been submitted to Caltrans for approval. The technical studies and relevant designs are being updated to accommodate a modest shift in the freeway alignment in South San Francisco. These revisions account for the shift in the US 101 alignment towards Airport Blvd for Alternative 1. The traffic operations analysis report (TOAR) was submitted to Caltrans for review and comment. The project team will address any comments on the TOAR and secure approval of the TOAR which has been on critical path for the project schedule. The release of the Draft Environmental Document (DED) for public comment is expected to be in early 2027.

Contingency funds are being expended to accommodate the delay in project schedule and complete the tasks through public circulation of the DEA. Additional funding will be needed to complete the Final Environmental Document. Working on the final public outreach plan and updating materials in preparation for circulation of the draft environmental document in early 2027.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$10,150,000	\$8,513,839	\$1,636,161	84%	\$10,500,000	(\$350,000)
Total Project	\$10,150,000	\$8,513,839	\$1,636,161	84%	\$10,500,000	(\$350,000)

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	06/30/27	11/02/20	08/31/27

PROGRESS THIS QUARTER:

1. Submitted the draft Traffic Operational Analysis Report (TOAR) to Caltrans for review and comment.
2. Submitted the revised Supplemental Noise Study Report and Visual Impacts Assessments Reports to Caltrans for approval. This revision accounts for the shift in the US 101 alignment towards Airport Blvd for Alternative 1.
3. Submitted 2nd Admin draft of the Project Report for Caltrans approval.
4. Prepared the draft public outreach plan. Various outreach activities will be scheduled in four phases.

FUTURE ACTIVITIES:

1. Submit the 2nd Admin Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA) to Caltrans for review and comment.
2. Gain approval on the Traffic Operational Analysis Report by Caltrans.
3. Gain Caltrans approvals on the supplemental Noise Decision and Visual Impact Assessment reports.
4. Update project materials for public outreach.

KEY ISSUES:

1. Additional funding is needed to accommodate the longer project schedule and the project is currently using funds from approved future tasks. This approach will fund all activities until the conclusion of public circulation of the Draft Environmental Document.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PAED)	10/01/15	N/A	N/A	Board Resolution No. 2015-19 - funding for PAED
RESO Funding (PAED)	11/07/19	N/A	N/A	Board Resolution No. 2019-29 - additional funding for PAED
MOU - C/CAG (PAED)	03/06/20	07/31/22	01/31/22	Established TA and C/CAG as sponsoring, funding and implementing agencies for PA&ED phase
Cooperative Agreement No. 04-2781 (PAED)	12/18/20	N/A	N/A	Established TA and C/CAG as co-sponsors, TA as implementing agency, Caltrans as environmental lead
RESO Funding (PS&E)	12/02/21	N/A	N/A	Board Resolution No. 2021-33 - allocated \$11.323M for PS&E
RESO Funding (PAED, PS&E)	12/07/23	N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023
MOU - C/CAG - Amended & Restated (PAED)	03/06/20	12/31/25	06/30/25	Amended and Restated MOU between SMCTA and C/CAG
Amendment 1: MOU - C/CAG - Amended & Restated (PAED)	09/23/25	12/31/27	06/30/27	Amendment 1 for time extension for the Amended and Restated MOU between SMCTA and C/CAG



Project ID: 100318

US 101/SR 92 Interchange Area Improvements Project

Reporting Phase(s): ROW & Construction (Activities 14 and 16)

Future Funded Phases: None

Sponsors: C/CAG, SMCTA

Implementing Agency: Caltrans

SMCTA Role: Funding Agency

Phase Overview: Right of Way (ROW) and Construction for US 101/State Route 92 Interchange Area Improvements

Percent Complete: 57%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

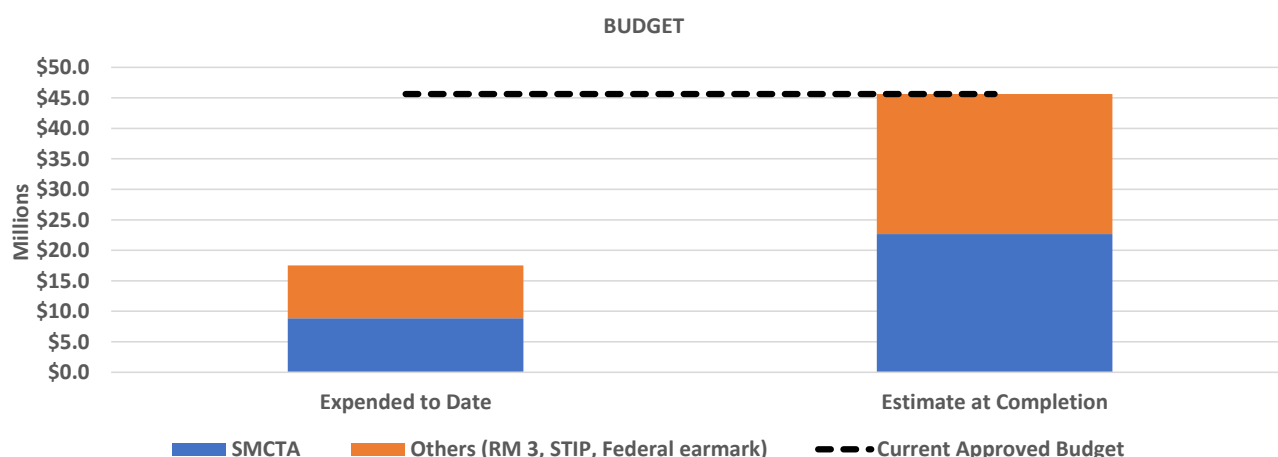
The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the US 101 Hillsdale Boulevard exit ramp.

The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by reducing backups on US 101.

STATUS SUMMARY:

Caltrans finalized the construction contract with Gordon N. Ball Incorporated in January 2025, with field activities commencing on April 28, 2025. Initial schedule delays were previously reported due to the additional time Caltrans required to finalize the construction package prior to advertisement; however, construction maintained steady progress throughout the quarter. Key completed milestones include the realignment of the Fashion Island Boulevard off-ramp from southbound US 101. Drivers heading toward Fashion Island Boulevard now use the Half Moon Bay/westbound SR 92 connector ramp, successfully bypassing the congestion that frequently backs up on the eastbound SR 92 connector. Final overhead signage for this reconfiguration was successfully installed in February 2026.

Additionally, crews completed major structural bridge work at the northbound US 101 to eastbound SR 92 connector, including falsework, deck reinforcement, concrete placement, closure pours, and the installation of a new concrete barrier. Active work includes ongoing bridge barrier demolition, as well as advancing ramp and roadway improvements at Hillsdale Boulevard, the southbound US 101 Fashion Island Boulevard on-ramp, and the Mariner's Island Boulevard off-ramp. Overall, the project remains on track for completion in Summer 2028, which accounts for the required one-year Plant Establishment Period (PEP). An MOU amendment will be processed to extend the period of performance to match this updated schedule.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$22,663,000	\$8,850,224	\$13,812,776	39%	\$22,663,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$8,645,072	\$13,316,928	39%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$27,464	\$972,536	3%	\$1,000,000	\$0
Total Project	\$45,625,000	\$17,522,760	\$28,102,240	38%	\$45,625,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
ROW	05/01/22	05/01/24	05/01/22	05/01/24	05/01/22	05/01/24
CON	06/30/24	07/31/26	06/30/24	12/31/26	06/30/24	07/31/28

PROGRESS THIS QUARTER:

1. Advanced ramp improvements at Hillsdale Blvd. and the Fashion Island on-ramp.
2. Began demolition of the existing right-side bridge barrier.
3. Continued construction of the wire wall at Hillsdale Blvd.
4. Shifted K-rail to the Mariner's Blvd. off-ramp and completed temporary striping.
5. Completed column casing and resurfaced the roadway with polyester concrete where the existing bridge barrier was removed.

FUTURE ACTIVITIES:

1. Resurface remaining bridge deck with polyester concrete.
2. Continue bridge barrier demolition.
3. Continue ramp improvements at the Fashion Island on-ramp and begin improvements at the Mariner's Blvd. off-ramp.

KEY ISSUES:

1. Current forecast schedule for completion is delayed due to the additional time Caltrans needed to award the contract.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW,	12/02/21	N/A	N/A	Board Resolution No. 2021-33
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds
RESO Funding (CON)	12/07/23	N/A	N/A	Board Resolution No. 2023-26
Cooperative Agreement 04-2944 - Caltrans/CCAG/TA	01/22/24	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the Construction phase
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding
MOU Amendment #1 - CCAG/TA	11/04/24	06/30/27	12/31/26	Updates the Project Budget for additional RM3 funds and reduction in STIP funding



Project ID: 100319 US 101/SR 92 Direct Connector Project Reporting Phase(s): PAED (Activity 12) Future Funded Phases: None Sponsors: C/CAG, SMCTA Implementing Agency: SMCTA SMCTA Role: Funding and Implementing Agency Phase Overview: Project Approval and Environmental Document (PAED) for high-managed lane direct connectors between US 101 & SR 92	Percent Complete:		60%
	STATUS OVERVIEW	Previous Quarter	Current Quarter
	Schedule	●	●
	Budget	●	●
	Funding	●	●
	Invoicing	●	●

PROJECT DESCRIPTION:

The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

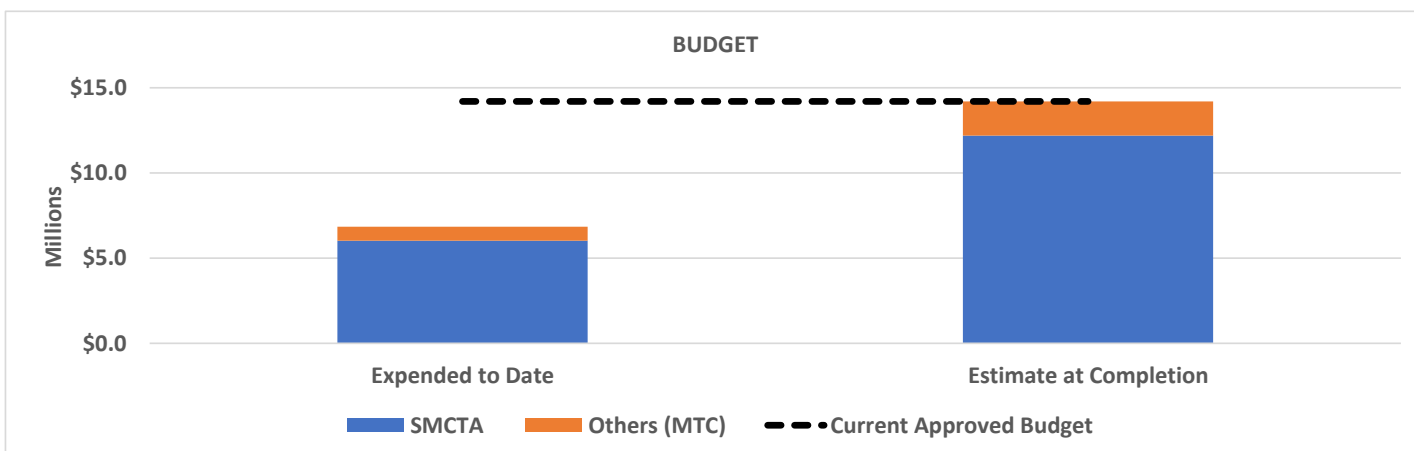
The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:

Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. The SMCTA Board approved the transfer of \$1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work. These advanced PAED studies were completed in 2021.

In August 2023, the PAED phase re-commenced with the development of the Project Report and environmental document. The environmental scoping period was completed in May 2024. Stakeholder coordination and community outreach is ongoing. Presentations were given to the City Councils for both San Mateo and Foster City spring 2025 and spring 2026. The project team continues hosting monthly office hours and providing quarterly digital newsletter updates.

Progress continues on the environmental and engineering studies and the public circulation of the Draft Environmental Document (DED) is slated for release in spring 2027. Early on during this phase, technical analyses focused on confirming that the project would not require acquisition of parks or houses next to the freeway. A Value Analysis was conducted in May 2026, that included input from subject matter experts from a variety of disciplines to investigate opportunities to reduce impacts and increase project value. In response to community feedback, the project's Build Alternatives have been modified to include improvements to the US 101-Hillsdale Interchange northbound on-ramps aimed at addressing heavy weaving approaching the EB- SR92 connector. The traffic operations analysis for the 2030 and 2050 horizon years, inclusive of the Hillsdale improvements, have been submitted to Caltrans.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$12,200,000	\$6,031,689	\$6,168,311	49%	\$12,200,000	\$0
MTC (Regional Measure 3)	\$2,000,000	\$818,260	\$1,181,740	41%	\$2,000,000	\$0
Total Project	\$14,200,000	\$6,849,949	\$7,350,051	48%	\$14,199,999	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	10/01/22	09/30/24	10/01/22	03/31/27	10/01/22	06/30/28

PROGRESS THIS QUARTER:

1. Conducted 2050 traffic modeling for No-Build and Alternative 3.
2. Provided project updates to the City Councils of San Mateo and Foster City.
3. Incorporated Hillsdale Interchange improvements into geometric layouts.
4. Conducted Value Analysis workshop.
5. Initiated incorporation of Hillsdale Interchange improvements into environmental and engineering technical studies.
6. Submitted draft air quality and noise study reports to Caltrans.

FUTURE ACTIVITIES:

1. Continue community outreach and communications activities.
2. Continue advancing the environmental and engineering studies.
3. Amend the MOU to extend the period of performance.

KEY ISSUES:

1. Experienced initial delays with review and approval by Caltrans highway operations. A future MOU amendment will be considered to extend the scope completion date.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2802 - Caltrans/CCAG/TA	01/25/21	N/A	N/A	Establishes TA as implementing agency with C/CAG as co-sponsor; and Caltrans providing oversight for the PAED phase
MOU - CCAG/TA	07/20/22	03/31/25	09/30/24	Implementation of the PAED Phase using Measure A and Regional Measure 3 funds per TA Resolution No. 2021-33 (12/02/21)
MOU Amendment #1 - CCAG/TA	05/13/25	09/30/27	03/31/27	Schedule extension



Project ID: 100664

El Camino Real (SR 82) - Bike & Ped Improvements Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: PS&E (Activity 13), ROW Support (Activity 14)

Sponsors: Town of Colma, City of South San Francisco, Caltrans

Implementing Agency: Town of Colma

SMCTA Role: Funding Agency

Phase Overview: Project Approval and Environmental Documents (PAED) for bicycle and pedestrian improvements along El Camino Real (SR 82)

Percent Complete: 94%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

This project involves the design and construction of bicycle and pedestrian improvements along El Camino Real (ECR) in the Town of Colma and City of South San Francisco. The project limits are between Albert M. Teglia Boulevard in the North and Hickey Boulevard in the South. Proposed improvements along the corridor include protected bike lanes, ADA curb ramps, high-visibility crosswalks, sidewalk improvements, street lighting, landscaping, stormwater treatment measures, bus stop improvements, the reconfiguration of the ECR/Mission Road intersection, and the installation of traffic signals at ECR/Mission Road and ECR/Collins Avenue intersections.

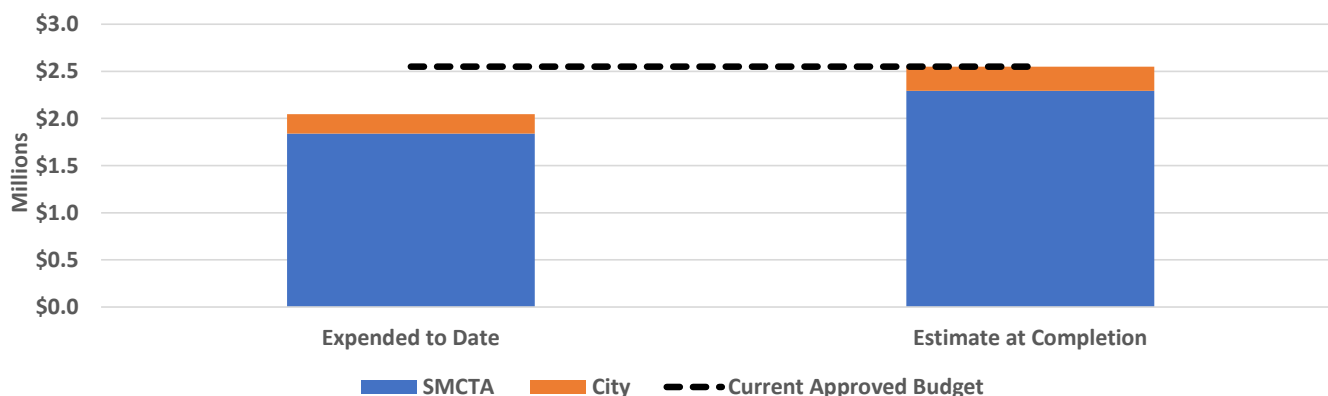
The project is nearing the end of the Project Approval and Environmental Document (PA&ED) phase and once Caltrans finalizes approval of the preferred alternative, final design will commence in summer 2026.

STATUS SUMMARY:

The PA&ED phase of the project is nearing completion. The draft Project Report is currently under Caltrans review, along with the Historic Property Survey Report (HPSR), Historical Resources Evaluation Report (HRER), and Archaeological Survey Report (ASR). The project is currently scheduled for completion by September 30, 2026. However, any additional comments or review cycles by Caltrans will delay the project slightly. The Town plans to request a time extension to cover any schedule delays.

Caltrans approved the City's preference of Build Alternative 1 as the Project's Preferred Alternative. This alternative generally maintains the existing median and left turn lanes and reduces the number of through lanes on El Camino Real (Segment A) from three to two in each direction. Bicycle infrastructure improvements will consist of a combination of at-sidewalk and roadway grade Class IV bikeways separated by landscaping and vehicle parking through Segments A & B and a Class I bikeway (multi-use path) in Segment C. The relocation of bicyclists from travel lanes onto a dedicated bikeway will increase safety.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA (PAED)	\$2,295,000	\$1,840,419	\$454,581	80%	\$2,295,000	\$0
City (PAED)	\$255,000	\$204,491	\$50,509	80%	\$255,000	\$0
Total Project	\$2,550,000	\$2,044,910	\$505,090	80%	\$2,550,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	08/05/24	09/30/25	08/07/24	09/30/26	08/07/24	09/30/26

PROGRESS THIS QUARTER:

1. Continue working with Caltrans for the approval of Historical Resources Evaluation Report (HRER), Historic Property Survey Report (HPSR), and Archeological Survey Report (ASR).
2. Caltrans approved the Design Standard Decision Document, Structural Preliminary Geotechnical Report, Landscape Concept Plan, and Preliminary Cost Estimate.
3. Addressed comments from Caltrans and resubmitted the Draft Project Report.

FUTURE ACTIVITIES:

1. Secure Caltrans approval for HRER, HPSR and ASR studies.
2. Secure Caltrans approval on the Draft Project Report.
3. Start the closeout of PAED and begin PS&E.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement (PSR-PDS)	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1 (PSR-PDS)	11/03/24	09/30/25	03/31/25	Amended the FA to extend the term
Funding Agreement (PAED)	04/29/24	06/30/26	12/31/25	Board Resolution 2023-26 dated December 7, 2023
Amendment 1 (PAED)	03/11/26	03/30/27	09/30/26	Amended the FA to extend the term



Project ID: 100321

Hwy 1/Manor Dr Overcrossing Improvements Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: None

Sponsors: City of Pacifica

Implementing Agency: City of Pacifica

SMCTA Role: Funding Agency

Phase Overview: Project Approval and Environmental Document (PAED) phase to modify Manor Drive overcrossing of Highway 1 and associated improvements

Percent Complete: 90%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach onto the opposing lane. The Project will also provide sidewalks, bike lanes, and two bus stops including shelters on the widened Manor Drive overcrossing. New signals equipped with pedestrian heads will replace the stop controls at Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard, along with improved crosswalk markings and ADA compliant curb ramps.

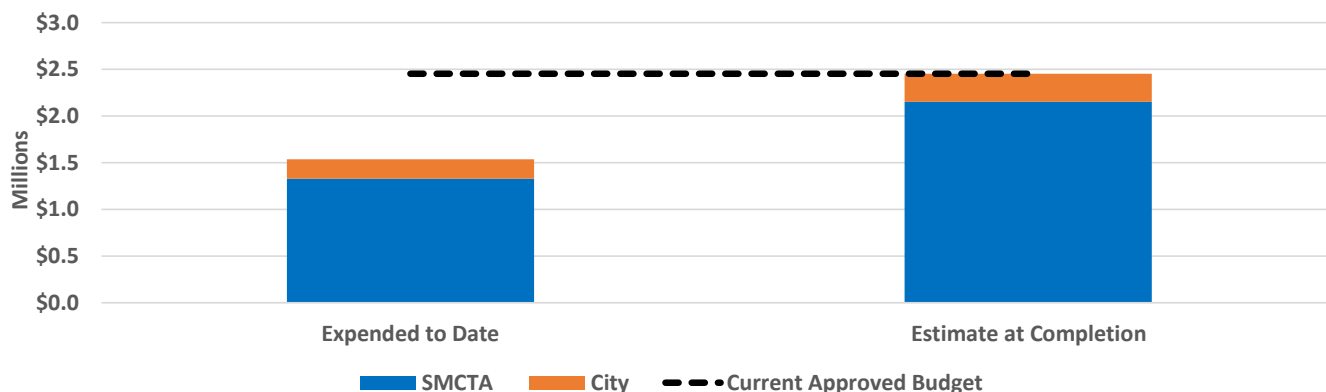
The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, the project will construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound SR 1 without traveling through the Manor Drive/Oceana Boulevard intersection. Aesthetic treatments of the Manor Drive overcrossing railing, barriers, retaining walls, landscaping, hardscaping and upgraded lighting will be developed in coordination with Caltrans.

STATUS SUMMARY:

The project team identified two build alternatives in the PID phase: Alternative 1, Manor Drive Overpass Improvements without On-Ramp to Milagra Drive and Alternative 2, Manor Drive Overpass Improvements with On-Ramp to Milagra Drive. The Existing Conditions Analysis and Intersection Control Assessment (ICE) reports were approved by Caltrans, and will be documented in the Traffic Operations Analysis Report (TOAR), which will be used to select the preferred alternative and support the project purpose and need.

During this quarter, the draft Environmental Report and the draft Project Report were prepared and submitted to Caltrans for review. Caltrans' review comments were received and incorporated into revised versions of both documents.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$2,152,663	\$1,328,174	\$824,489	62%	\$2,152,663	\$0
City	\$300,000	\$208,363	\$91,637	69%	\$299,999	\$0
Total Project	\$2,452,663	\$1,536,537	\$916,126	63%	\$2,452,662	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/31/22	06/24/24	07/01/24	12/31/26	09/01/23	12/30/26

PROGRESS THIS QUARTER:

1. Submitted the third, fourth, and fifth administrative drafts of the Initial Study-Mitigated Negative Declaration/Environmental Assessment (IS-MND/EA).
2. Submitted the fourth draft of the Draft Project Report (DPR).

FUTURE ACTIVITIES:

1. Submit the revised Draft Environmental Document (DED) and obtain approval.
2. Submit the revised Draft Project Report (DPR) and obtain approval.
3. Prepare for and schedule a public meeting following circulation of the DED.

KEY ISSUES:

1. City has not invoiced in over one year, in part due to staff turnover including the Director of Public Works and City Engineer.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	03/09/22	12/31/24	06/24/24	Board Resolution 2021-33 dated 12/2/2021, funding for PID and PAED
Funding Agreement, Amendment 1	07/01/24	06/30/27	12/31/26	Updates funding breakdown between PID (\$547,336.80) and PAED (\$2,152,663.20) and extends the time of performance to 12/31/26



Project ID: 100663 Moss Beach - SR 1 Congestion & Safety Improvements Project Reporting Phase(s): PAED (Activity 12) Future Funded Phases: PS&E (Activity 13) Sponsors: County of San Mateo Implementing Agency: SMCTA SMCTA Role: Funding and Implementing Agency Phase Overview: Project Approval and Environmental Document (PAED) phase of	Percent Complete:		75%
	STATUS OVERVIEW	Previous Quarter	Current Quarter
	Schedule		
	Budget		
	Funding		
	Invoicing		

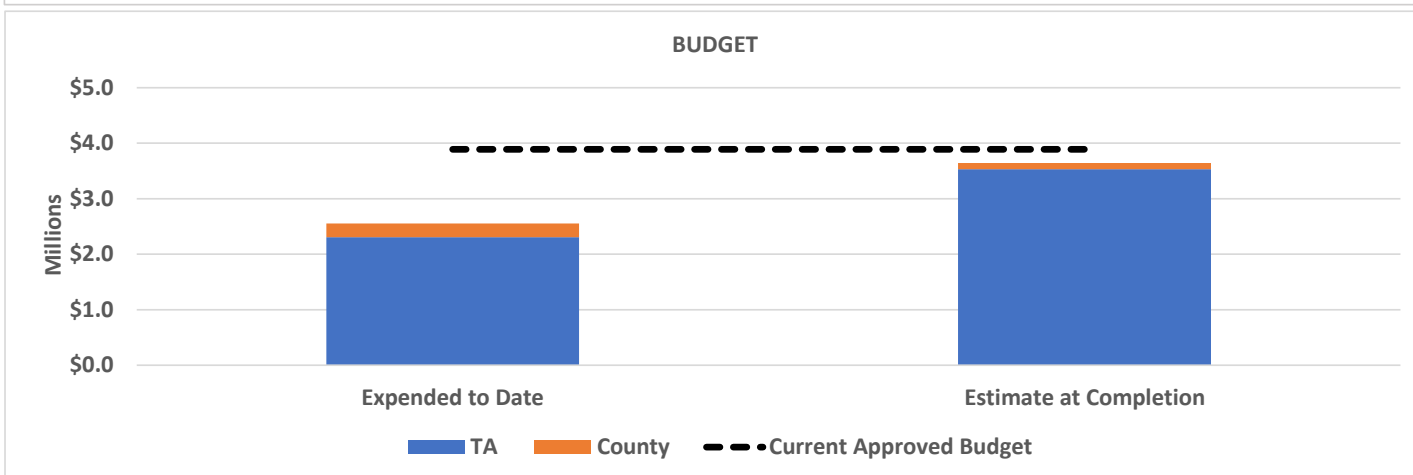
PROJECT DESCRIPTION:

The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile north of 16th Street (PM 35.9). The project will improve multi-modal traffic operations and safety along the project segment of SR 1, including at the key intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue. The project will include improvements to pedestrian and bike safety and strategies to reduce transportation impacts on the local community.

STATUS SUMMARY:

The project is sponsored by the County of San Mateo and being coordinated with Caltrans, with SMCTA serving as the implementing agency. The project initiation document (PID) phase started in August 2022 and was completed in February 2024 with Caltrans' approval of the Project Study Report (PSR-PDS). Three build alternatives were identified in the PSR-PDS. The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PAED) phase. This process typically takes 18 to 24 months to be approved by Caltrans.

During this quarter, the project team advanced environmental, traffic, and engineering documentation by addressing Caltrans' review comments, obtaining approvals for several technical reports, and submitting revised documents for continued agency review. Preparation of the Draft Environmental Document (DED) and Draft Project Report (DPR) also progressed, with public circulation of the DED anticipated in summer 2026.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$3,531,000	\$2,307,267	\$1,223,733	65%	\$3,531,000	\$0
County	\$359,000	\$246,344	\$112,656	69%	\$359,000	\$0
Total Project	\$3,890,000	\$2,553,611	\$1,336,390	66%	\$3,890,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	05/01/24	11/30/26	05/01/24	11/30/26	06/21/24	12/31/26

PROGRESS THIS QUARTER:

1. Advanced traffic analyses, including the Highway Safety Manual (HSM) Memorandum, ISOAP Stage 2, Traffic Operations Analysis Report (TOAR) , and VISSIM model coordination with Caltrans.
2. Revised and resubmitted drainage and stormwater reports and submitted the draft Life-Cycle Cost Analysis (LCCA).
3. Continued utility coordination with the Sewer Main Replacement Project, Montara Water and Sanitary District, and the Cypress Point Family Community sewer project.
4. Advanced environmental studies by addressing Caltrans comments, obtained approval of the Paleontological Identification Report and Water Quality/Location Hydrology Report, and revised biological, aquatic resources, air quality, community impacts, and other technical documents.

FUTURE ACTIVITIES:

1. Complete the VISSIM analysis and Traffic Operations Analysis Report (TOAR) and obtain Caltrans approval.
2. Finalize the remaining environmental, biological, cultural, and technical studies for Caltrans review and approval.
3. Continue development of the Draft Project Report (DPR) and Draft Environmental Document (DED), incorporating agency comments.
4. Continue coordination with Caltrans, resource agencies, and project stakeholders to support timely project delivery and advance project design.

KEY ISSUES:

1. Approval of the TOAR, including the VISSIM traffic simulation, remains on the project's critical path. The project team continues to work closely with Caltrans and SMCTA to resolve outstanding comments and minimize schedule impacts.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2965	3/5/2024	N/A	N/A	Establishes TA as the sponsoring and implementing agency of the PAED
MOU (PAED)	4/1/2024	5/30/2027	11/30/2026	Board Resolution 2023-26



Highway Projects in Plant Establishment Period (Landscaping Construction)
FY2026 Q4: April 1, 2026 - June 30, 2026

Sponsor	Project Number	Project Name	Schedule	Invoicing	Project Status	PEP Start	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Expended Funds ¹
City of Burlingame	000621	US 101 and Broadway Interchange Landscaping Construction	●	●	The Plant Establishment Period (PEP) officially commenced in March 2026 following successful negotiations with the Caltrans inspector who acknowledged that all plants had been installed in March. The Water Boards approved the Notice of Termination (NOT) form and we are currently working with Caltrans and the contractor to correct controller programming errors that resulted in no irrigation in some areas.	Mar 2026	Jun 2029	Apr 2029	\$59,187,000	\$57,401,988
C/CAG, SMCTA, Caltrans	000791	US 101 Express Lanes Project	●	●	Landscaping construction began in March 2023 and was completed March 2026. The project is currently in the plant establishment period (PEP) through fall 2028. Damage to 4 project sites due to other Caltrans projects are being rectified (at their cost). 202 or 750 PEP working days are complete.	Sep 2025	Sep 2028	Dec 2027	\$30,500,000	\$29,883,763
City of San Mateo	000805	Highway 92/SR 82 (El Camino Real) Interchange Project	●	●	Ongoing work and monitoring across the project includes monthly weed abatement, integrated pest management, and structural pruning to industry standards.	Oct 2025	Dec 2030	Dec 2027	\$16,356,650	\$15,619,614

Notes:

1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.



FERRY PROGRAM PERFORMANCE STATUS DEFINITIONS

Task	 On Target (GREEN)	 Moderate Risk (YELLOW)	 High Risk (RED)
SCHEDULE	(a) Project milestones / critical path are within plus / minus four 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 four 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) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.
BUDGET	(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.
FUNDING	(a) Expenditure is consistent with Available Funding. (b) All funding has been secured or available for scheduled work.	(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available. (b) NOT all funding is secured or available for scheduled work.	(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available. (b) No funding is secured or available for scheduled work.
Invoicing	(a) Invoices or reimbursement claims have been submitted consecutively for the last two quarters (one per quarter, two in six months).	(a) Only one invoice or reimbursement claim submitted in the last two quarters (one in six months).	(a) No invoice or reimbursement claim submitted in the last two quarters (zero in six months).

Notes:

- (1) If more than one event is triggered, the worst performing light will be shown.
- (2) Status color is based on the pending milestones (completed milestones are not considered).



FERRY PROGRAM SUMMARY TABLE
FY2026 Q3: January 1, 2026 - March 31, 2026

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING		INVOICING	
			Previous	Current	Previous	Current	Previous	Current	Previous	Current
100653	South San Francisco Second Ferry Terminal Project	30	●	●	●	●	●	●	●	●
100735	Redwood City Ferry Terminal Project	32	●	●	●	●	●	●	●	●



Project ID: 100653

City of South San Francisco Ferry Terminal Project

Reporting Phase(s): PE/EV (Activity 12)

Future Funded Phases: None

Sponsor: City of South San Francisco

SMCTA Role: Funding Agency

Phase Overview: Preliminary Engineering & Environmental Clearance (PE/ENV)

Percent Complete:

70%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

Preparation of 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.

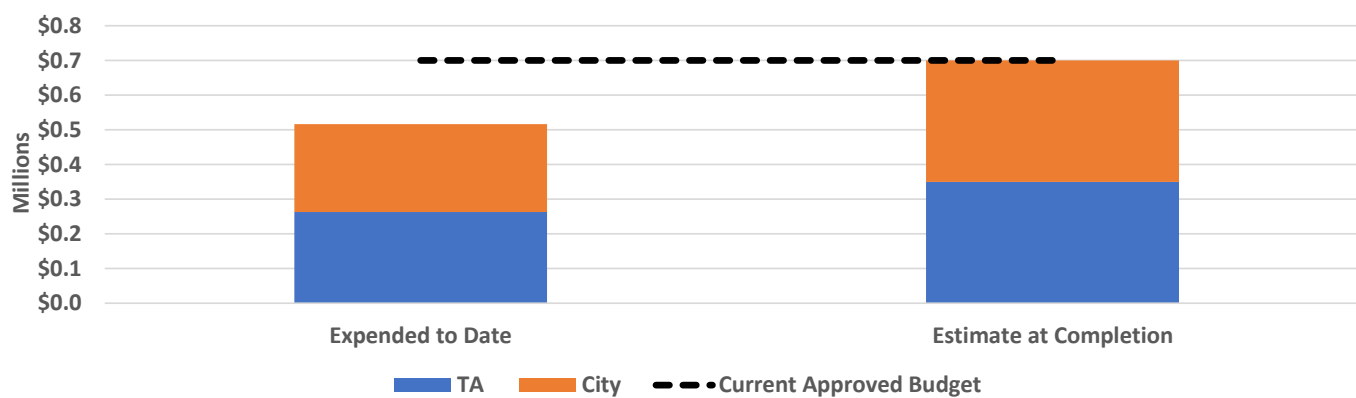
Sea Level Rise design alternatives (SLR Alternatives) and a 35% preliminary design were developed to understand the environmental constraints of the Project site given that it is a closed regulated landfill that must comply with Title 27 of the California Code of Regulations. The SLR Alternatives also include a conceptual design for landside improvements that support a second ferry terminal that will utilize an existing guest dock for harbor access. The proposed landside improvements will include site grading as required to address sea level rise, hardscape, landscape, and storm drain improvements, upgrades to an existing guest dock, and a ticketing kiosk and shelter for ferry boat patrons to protect them from the elements.

STATUS SUMMARY:

30% Design for the Sea Level Rise (SLR) Design Alternatives and proposed commercial building conceptual plans were presented to the City Council at a Special City Council Meeting on May 25, 2021.

The Environmental Consultant completed a memorandum describing mitigation options available for approval of the Aquatic Resources Regulatory Permit Applications. In addition, a Geotechnical Engineering Study of the project site and a conceptual Structural Engineering Conceptual Design for the SLR design. Alternatives were completed. The CEQA Draft Initial Study and Notice of Preparation has been completed and is ready for circulation.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$350,000	\$262,997	\$87,003	75%	\$350,000	\$0
City	\$350,000	\$253,333	\$96,667	72%	\$350,000	\$0
Total Project	\$700,000	\$516,330	\$183,670	74%	\$700,000	\$0

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PE/ENV	02/01/21	03/31/22	02/01/21	03/30/27	02/01/21	06/30/28

PROGRESS THIS QUARTER:

1. Worked on Environmental Clearance Documents, specifically on identifying mitigation measures.

FUTURE ACTIVITIES:

1. Continue working on Environmental Clearance documents.

KEY ISSUES:

1. Environmental permitting slowed to re-evaluate project description details and mitigation strategy. Regulators were also engaged to understand realistic permitting timelines.
2. The forecasted schedule has been pushed back a year and 3 months.
3. Budget is not expected to be impacted.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement (2021)	05/03/21	11/03/23	05/03/23	Board Resolution 2020 – 15 dated July 9, 2020
Funding Agreement (2025)	05/12/25	09/30/27	03/31/27	Amended the FA - extension of work



Project ID: 100735 Redwood City Ferry Project Reporting Phase(s): PE/ENV (Activity 12) Future Funded Phases: None Sponsor: Port of Redwood City SMCTA Role: Funding Agency Phase Overview: Preliminary Engineering & Environmental Clearance (PE/ENV)	Percent Complete:		77%
	STATUS OVERVIEW	Previous Quarter	Current Quarter
	Schedule	●	●
	Budget	●	●
	Funding	●	●
	Invoicing	●	●

PROJECT DESCRIPTION:

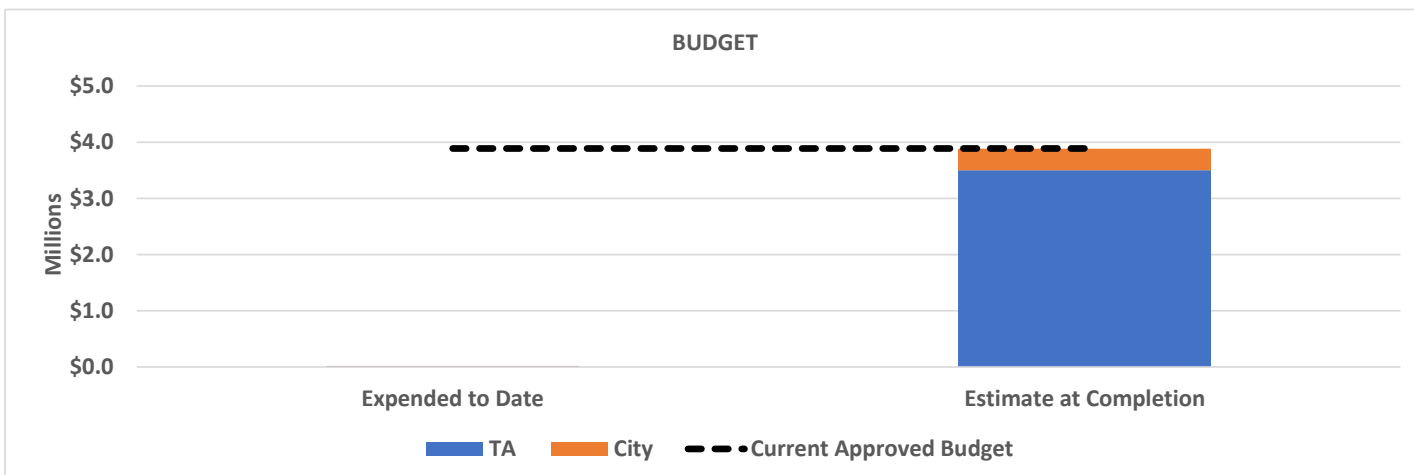
The Redwood City Ferry Project seeks to create a mid-peninsula transit hub at the Port of Redwood City (Port) with San Francisco and Oakland as origin and destination points. The Port will solicit for professional consulting services to: 1) complete environmental reviews; and 2) prepare preliminary design engineering plans and specifications. All funding for both phases is from the San Mateo County Transportation Authority (SMCTA) Measure A Funds. The environmental reviews and preliminary design engineering plans and specifications will be prepared under the direction of the Port, in coordination with the City of Redwood City (City), the Water Emergency Transportation Authority (WETA), and the SMCTA.

This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA.

STATUS SUMMARY:

Environmental Review activities completed to date include additional preliminary engineering for 2-berth facility, hydrographic and topographic surveys, discussions with adjacent property owners regarding site access, completion of Initial Study, Notice of Preparation, public Scoping Meeting, additional preliminary engineering for rail relocation, preliminary visual simulations, and continuing work on Draft EIR chapters and technical studies.

Previous delays were due to additional reviews of individual Draft EIR chapters from WETA, City, and legal team. Original schedule only anticipated reviews from WETA, City and legal staff for the completed Draft EIR. Recent delays are due to a late request by the City to include an additional alternative in the Draft EIR for a City-sponsored fire training facility in the visitor-serving uses area adjacent to the ferry terminal. This will impact the schedule as indicated below.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$3,499,200	\$17,393	\$3,481,808	0%	\$3,499,200	\$0
Port	\$388,800	\$1,933	\$386,868	0%	\$388,800	\$0
Total Project	\$3,888,000	\$19,325	\$3,868,675	0%	\$3,888,000	\$0

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PE/ENV	06/01/22	01/31/25	11/03/22	12/31/27	11/01/23	05/31/28

PROGRESS THIS QUARTER:

1. Regular meetings to discuss draft technical studies and draft EIR chapters.
2. Continued preparation of biological resources, public services, and alternatives analysis chapters of the Draft EIR.
3. Remaining chapters completed, except for the alternatives analysis and the evaluation of potential impacts relating to the City-sponsored fire training facility alternative in the visitor-serving uses area adjacent to the ferry terminal.

FUTURE ACTIVITIES:

1. Finalize Draft EIR.
2. Publish Draft EIR for a 45-day public comment period in September 2026.

KEY ISSUES:

1. Additional delays due to a late request by the City to include an additional alternative in the Draft EIR for a City-sponsored fire training facility in the visitor-serving uses area adjacent to the ferry terminal
2. Delays due to additional reviews of individual Draft EIR chapters from WETA, City, and legal team.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/14/22	12/14/25	06/14/25	Board Resolution 2022-1 dated June 2, 2022
1st Amendment	01/26/26	06/30/28	12/31/27	FA Amendment redistributes funds and extends time of completion



Pedestrian & Bicycle Program
FY2026 Q4: April 1, 2026 - June 30, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON			The project went out for construction bid in May 2026. Expecting to award the project in the next quarter.	Dec 2022	Jan 2027	Jul 2027	\$300,000	\$0	\$64,887	\$235,113
Brisbane	Central Brisbane Stairway Additions	PS&E, CON			An updated plan set from the consultant is expected July 2026.	Dec 2022	Jun 2027	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON			Continuing to advance the design phase and anticipate to complete 95% design by September 2026.	Dec 2022	Jun 2027	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON			The project went out for construction bid in April 2026, awarded a contract in June 2026, and anticipate to start construction in July 2026.	Dec 2022	Dec 2026	Dec 2028	\$0	\$440,000	\$0	\$440,000
Burlingame	Bay Trail Class I Gap Closure	PS&E			Have completed 35% design. Will create a project survey and conduct outreach in preparation for 65% design.	Dec 2024	Dec 2026	Dec 2027	\$180,000	\$0	\$0	\$180,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project	PS&E			Have conducted outreach activities and collected a project survey.	Dec 2024	Dec 2026	Sep 2027	\$0	\$148,500	\$0	\$148,500
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	PLAN			A kick-off meeting was conducted in April 2026. Continued to prepare for launch preparation. With SMCTA approval, the expected completion date has been pushed from July 2026 to July 2027 to allow outreach to occur during peak fall and spring months to avoid the downturn in ridership expected during the winter.	Dec 2024	Jul 2027	Mar 2028	\$0	\$100,000	\$0	\$100,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E			No new updates this quarter. Design is expected to commence after the completion of the PAED phase, which is currently anticipated for August 2026. The completion date has been pushed from November 2026 to December 2027, and the Town anticipates to request an additional time extension of the funding agreement.	Dec 2022	Dec 2027	Original: 11/2025 Extension: 5/2027	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON			Have submitted additional information to PG&E for the Service Application related to the new traffic signal at the Serra Center intersection. Also conducted a site visit at 5001 Junipero Serra Blvd to complete the appraisal inspection with AR/WS.	Dec 2022	Dec 2027	Nov 2028	\$1,831,500	\$0	\$389,574	\$1,441,926
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	PS&E			The topographic survey and geotechnical reports have been finalized. Three design alternatives are currently under preparation. The 35% PS&E submittal is underway and will be finalized upon selection of the preferred design alternative.	Dec 2024	Mar 2027	Mar 2028	\$0	\$1,246,000	\$82,025	\$1,163,975
Commute.org	Countywide Bike Education	PLAN			Brand awareness was conducted for Bike month in May 2026. Postcards for the education program were distributed to each of the nearly 100 energizer stations across Silicon Valley during Bike to Wherever Days (May 14-16, 2026). Five courses were completed, consisting of one online and four in-person sessions. Topics included basic bike repair, e-bike basics, bike commuting, and learn-to-ride.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$61,731	\$38,269
Commute.org	Countywide Bicycle Trainers	PLAN			One Smart Cycling Part 1 was held, with 18 registrants and 10 attendees. Have prepared a flier for the LCI Seminar and distributed within the SVBC membership, targeted outreach with community partners, and at key locations in San Mateo County.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$27,231	\$72,769
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON			Have completed tree removals and demolition activities, and constructed the sidewalk and curb ramp. Have also installed street light conduits and foundations, signage, and pavement striping. The amendment to the funding agreement with SMCTA to extend the time of performance is underway.	Dec 2020	Nov 2026	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON			Have reviewed the community feedback and survey results to incorporate into the final recommendations.	Dec 2022	Dec 2026	May 2029	\$0	\$498,750	\$4,260	\$494,490
Daly City	Daly City Vision Zero Design Standards	PLAN			Continued to implement the supplemental standard details. Currently coordinating a time extension to the funding agreement with SMCTA.	Dec 2022	Jun 2026	Apr 2026	\$0	\$65,000	\$28,298	\$36,702



Pedestrian & Bicycle Program
FY2026 Q4: April 1, 2026 - June 30, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Daly City	Hillside Boulevard Complete Streets Corridor Project	PLAN, PAED	●	●	A project kick-off meeting was held. Have also collected traffic counts, reviewed Engagement Plan and setup project site.	Dec 2024	Nov 2027	Dec 2028	\$0	\$520,000	\$70,728	\$449,272
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	CON	●	●	Grading and concrete work has commenced. The majority of the underground storm drain scope has been completed. Curb and gutter for the first several blocks of the project, starting from Euclid Avenue as well as bioretention areas, have been installed. The amendment to the funding agreement with SMCTA to extend the time of performance is underway.	Dec 2024	Oct 2026	Jun 2026	\$1,925,000	\$0	\$0	\$1,925,000
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	●	●	Worked through structural comments with the Caltrans Office of Special Funded Projects (OSFP). Had two additional rounds of review comments and resubmittal over the quarter. Plans are currently in OSFP review again and are currently waiting their confirmation to move forward with 100% PS&E with District 4 for encroachment permits.	Dec 2022	Sep 2027	Feb 2027	\$980,000	\$0	\$0	\$980,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	PAED, PS&E, CON	●	●	The project is in design development and environmental review.	Dec 2024	Jun 2027	Mar 2028	\$0	\$702,000	\$6,030	\$695,970
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	●	●	Remaining administrative items expected to be complete by the end of October 2026 after the Caltrans punch list is completed.	Apr 2014	Mar 2026	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$170,000	\$0
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	●	●	In April 2026, City Council approved the first amendment to the existing MOU with Caltrain to advance the design, and Caltrain approved the amendment in June 2026. Also in June 2026, City Council adopted the fiscal year 2026-27 budget, which included funding for the full design of the project.	Dec 2020	Jul 2027	Jun 2026	\$1,130,000	\$0	\$1,130,000	\$0
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	●	●	Construction has been completed in April 2026. Continuing with project closeout and final invoicing and payment for final items.	Dec 2022	Apr 2026	Nov 2028	\$0	\$1,200,000	\$720,564	\$479,436
Menlo Park	Santa Cruz Ave and Sand Hill Rd Corridor Safety Improvements	PS&E, CON	●	●	The consultant has initiated data collection and preliminary review of existing conditions. Have reviewed previously identified improvements and identified additional possible improvements.	Dec 2024	Feb 2028	Sep 2028	\$1,387,370	\$0	\$0	\$1,387,370
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	CON	●	●	The project's construction contract was awarded in April 2026 and staff have reviewed the pre-construction materials.	Dec 2024	Sep 2026	Jun 2027	\$0	\$450,500	\$0	\$450,500
Millbrae	Spur Trail Connectivity Project Phase I	PLAN, PAED, PS&E, CON	●	●	Site investigation of existing topography, alignments and community connections were completed. Trail boundaries and right-of-way have been established.	Dec 2024	Jun 2028	Mar 2029	\$0	\$900,000	\$0	\$900,000
Millbrae	Safe Route Intersection Improvements	PS&E, CON	●	●	Have completed the solicitation and awarded a design contract. Have authorized the consultant to commence with the preparation of plans, specifications, and estimates. A site walk and utility mark-out was conducted.	Dec 2024	Dec 2027	Mar 2028	\$0	\$675,000	\$0	\$675,000
Pacifica	Oceana Bike Lane Project	Feasibility Study/Concept Design	●	●	The project was awarded and the contract was executed in June 2026. Conducted a kick-off meeting and data collection has begun.	Dec 2024	Jan 2027	Mar 2027	\$0	\$83,133	\$0	\$83,133
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	●	●	Working on submitting the Final Report and final Reimbursement Claim to SMCTA.	Dec 2020	Jun 2025	Original: 11/2024 1st Ext: 5/2025 2nd Ext: 3/2026	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	●	●	Working on submitting the Final Report and final Reimbursement Claim to SMCTA.	Dec 2020	May 2025	Original: 9/2024 1st Ext: 5/2025 2nd Ext: 3/2026	\$102,703	\$0	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	●	●	Design has been completed. The encroachment permit for construction has been submitted to Caltrans. Currently coordinating a time extension to the funding agreement with SMCTA.	Dec 2020	Sep 2026	Mar 2026	\$300,000	\$0	\$47,275	\$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	●	●	Continuing to work on project closeout and submitting the Final Report and final Reimbursement Claim to SMCTA. Have also executed the amendment to the funding agreement with SMCTA.	Dec 2022	Sep 2026	Original: 12/2025 Extension: 3/2027	\$0	\$615,000	\$160,182	\$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	●	●	The project was completed August 2025. The Final Report and the final reimbursement claim was submitted to SMCTA in April 2026.	Dec 2022	Aug 2025	Jun 2026	\$0	\$2,000,000	\$1,540,829	\$459,171



Pedestrian & Bicycle Program
FY2026 Q4: April 1, 2026 - June 30, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra			Two informal biddings were issued to purchase message boards for police department public education on traffic safety. Both bidding processes were unsuccessful and not responsive. The City submitted a request to SMCTA to extend the funding agreement to redo the bidding process.	Dec 2022	Jan 2027	Original: 12/2025 Extension: 12/2026	\$0	\$100,000	\$4,709	\$95,291
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	CON			Have received the construction encroachment permit from Caltrans and prepared the construction bidding documents.	Dec 2024	Dec 2026	Mar 2027	\$1,116,000	\$0	\$0	\$1,116,000
Redwood City	Vera Avenue Permanent Bike Boulevard Project- Construction Phase	CON			Construction has commenced in April 2026 starting with ADA curb ramp improvements along the corridor.	Dec 2024	Sep 2026	Mar 2027	\$1,326,000	\$0	\$0	\$1,326,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON			Have submitted the final reimbursement claim to SMCTA in June 2026. Continuing to work on the final report to SMCTA for project closeout.	Dec 2020	Oct 2025	Apr 2027	\$1,401,000	\$0	\$1,217,262	\$183,738
San Bruno	Huntington Ave Bikeway Phase II	CON			No new updates this quarter. Continuing to complete design submittal and finalize permits for construction.	Dec 2024	Dec 2026	Jun 2028	\$2,000,000	\$0	\$0	\$2,000,000
San Carlos	Brittan Ave and San Carlos Ave Sidewalk	CON	N/A	N/A	A funding agreement with SMCTA is in process.	Dec 2024	Dec 2025	Agreement in Process	\$0	\$2,000,000	\$0	\$2,000,000
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E			Due to staff shortages, progress has not been made this quarter. Resources are expected to be added to start advancing the project.	Dec 2020	Dec 2026	Original: 12/2023 1st Ext: 12/2025 2nd Ext: 6/2027	\$153,000	\$0	\$0	\$153,000
San Mateo	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	PLAN, PAED, PS&E			The on-call services contract was awarded by City Council in April 2026 and the City will proceed with onboarding one or more consultants from the bench to begin work on this project.	Dec 2024	Jun 2027	Dec 2026	\$351,648	\$0	\$0	\$351,648
South San Francisco	El Camino Real Corridor Study	PLAN			The final reimbursement claim was submitted to SMCTA in June 2026. Working on submitting the Final Report for project closeout.	Dec 2022	Jul 2026	Original: 6/2025 Extension: 6/2026	\$0	\$100,000	\$100,000	\$0
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements	PS&E, CON			Have awarded a construction contract and initiated pre-construction activities. Continued public outreach and began design of additional crossing improvements along Camaritas Avenue using available construction savings due to bids coming in below the Engineer's estimate.	Dec 2024	Sep 2027	Mar 2027	\$0	\$2,000,000	\$0	\$2,000,000
South San Francisco	Parkway Heights Middle School Ped and Bike Improvements	PS&E, CON			Have awarded a construction contract and initiated pre-construction activities. Continued public outreach and began design of an extension of the Chestnut Avenue multi-use path, buffered bicycle lanes on Grand Avenue west of Chestnut Avenue, and additional pedestrian crossing enhancements using available construction savings due to bids coming in below the Engineer's estimate.	Dec 2024	Sep 2027	Mar 2027	\$0	\$2,000,000	\$0	\$2,000,000
South San Francisco	Ponderosa Elementary School Ped and Bike Improvements	PS&E, CON			Have awarded a construction contract and initiated pre-construction activities. Continued public outreach and began design of enhanced bus stop improvements and additional pedestrian crossing enhancements, including RRFBs, using available construction savings due to bids coming in below the Engineer's estimate.	Dec 2024	Sep 2027	Mar 2027	\$897,000	\$0	\$0	\$897,000
Notes: 1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses. 2. The Atherton El Camino Real Complete Streets Gap Closure Project was completed and has been removed.												



ACR/TDM Program
FY2026 Q4: April 1, 2026 - June 30, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Burlingame	California Drive Congestion Management Video Detection Project	CON	●	●	City Council approved the award and resolution in April 2026. The project is currently pending equipment delivery from manufacturer.	Aug 2022	Aug 2026	Original: 10/2025 Extension: 12/2026	\$0	\$144,200	\$0	\$144,200
Burlingame/ Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	●	●	The project was completed in April 2026. The Final Report and final reimbursement claim was submitted in May 2026.	Aug 2022	Apr 2026	Original: 9/2025 Extension: 9/2026	\$0	\$400,000	\$376,716	\$23,284
Burlingame	Burlingame e-Micromobility Project	PLAN	●	●	Have launched the Spin e-bike rider discount in May 2026 as part of Bike Month. The rebate programs were launched in June 2026 with 12 applications received for the cargo e-bike rebate.	Nov 2025	Nov 2027	Jun 2028	\$400,000	\$0	\$0	\$400,000
Commute.org	San Mateo County Vanpool Subsidy	PLAN	●	●	Have finalized the program rules and eligibility requirements, developed a dedicated program webpage, and officially launched the program in February 2026. Have conducted outreach to employers and commuters with a total of 10 vanpools qualified for the county subsidy during this reporting period, of which nine are still active.	Nov 2025	Jun 2028	Jun 2028	\$0	\$180,000	\$0	\$180,000
Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	●	●	The project was completed in March 2026. The Final Report was submitted in April 2026 and the final reimbursement claim was submitted in May 2026.	Aug 2022	Mar 2026	Jun 2026	\$0	\$168,000	\$168,000	\$0
Daly City	Daly City Micromobility Pilot	PLAN	●	●	Have continued to monitor the bikeshare usage and also held a kick-off meeting with the outreach consultant.	Dec 2024	Jun 2027	Dec 2027	\$0	\$200,000	\$0	\$200,000
Foster City	Safe Routes to School: Rectangular Rapid Flashing Beacon (RRFB) Installation for High-Priority Uncontrolled Crosswalks Project	PLAN, PAED, PS&E, ROW, CON	N/A	N/A	A funding agreement with SMCTA is in process.	Nov 2025	Dec 2026	Agreement in Process	\$0	\$360,000	\$0	\$360,000
Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	●	●	The project was completed in November 2025. The final Reimbursement Claim was submitted in March 2026 and the Final Report was submitted in May 2026.	Aug 2022	Nov 2025	Original: 9/2025 Extension: 5/2026	\$0	\$200,000	\$200,000	\$0
Millbrae	Millbrae BRAVE (Bus Rider Access, Visibility, & Experience)	PLAN, CON	●	●	In May 2026, SamTrans announced the newly adopted bus stop design standards for integration into the Bus Stop Improvement Plans. The City began discussions on bus stop designs and uniformity throughout all the City's bus stops.	Nov 2025	Feb 2028	Jun 2028	\$0	\$58,783	\$0	\$58,783
Millbrae	Millbrae e-Micromobility Project	PLAN	●	●	Programmatic content creation including resident applications, City websites, and outreach has been created and is currently in review. Draft rebate program documents and website has been reviewed by San Mateo County Sheriff's Office. Both e-bikes for fleet use have been purchased, including associated accessories to increase safety and accessibility. Working on updating the City's vehicle-use policy to include the new e-bikes.	Nov 2025	Dec 2027	Jun 2028	\$0	\$500,000	\$0	\$500,000
Peninsula Corridor Joint Powers Board	Expanding Access to Caltrain Through Updated Institutional Pass Program (SM County)	PLAN	N/A	N/A	A funding agreement with SMCTA is in process.	Nov 2025	Dec 2027	Agreement in Process	\$0	\$500,000	\$0	\$500,000
Redwood City	"Essential Wheels" E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	●	●	To date, there are 20 active participants in the program, and participants are consistently self-reporting monthly average savings of 65% of their commute costs from prior to being in the program. Continuing to purchase e-bikes as needed based on size needs and demand.	Aug 2022	Oct 2026	Nov 2027	\$0	\$200,000	\$87,719	\$112,281
Redwood City	Community Vanpool Program	PLAN	●	●	Have commenced the program in June 2026. Currently in initial planning phase with the first service provider to establish the first route with an anticipated launch date of mid-August to early-September.	Nov 2025	Jun 2028	Dec 2028	\$0	\$500,000	\$0	\$500,000
San Carlos	ITS Signal Resiliency and Smart Corridor Expansion Project	PLAN, PAED, PS&E, ROW, CON	●	●	The project is currently in initial stages of the design phase of the project with the main activities including record drawing research and field reviews.	Nov 2025	Dec 2027	Jun 2028	\$524,000	\$0	\$0	\$524,000
San Mateo County Transit District	Bus Stop Improvement Plan Implementation - Near Term Phase 1 Project	CON	●	●	The Project is expected to go out for bid in July 2026. Also anticipating to award the project in the next quarter.	Nov 2025	Apr 2027	Sep 2027	\$475,000	\$0	\$0	\$475,000
San Mateo County Transit District	Bus Stop Improvement Plan Implementation – Near-Term Phase 2 Project	CON	●	●	Continuing to prepare the bid package for the construction and procurement phase and addressing comments from Daly City and South San Francisco.	Nov 2025	Dec 2027	Dec 2027	\$500,000	\$0	\$0	\$500,000
South San Francisco	South San Francisco Eastern Neighborhoods Signal Priority	PLAN, PAED, PS&E, CON	●	●	Have completed project initiation and procurement of professional systems engineering services. Have issued a Notice to Proceed (NTP) for the main task order covering systems engineering, design, and implementation support. Have also completed the comprehensive Project Management Plan (PMP) and established the baseline project schedule.	Nov 2025	Sep 2027	Dec 2027	\$500,000	\$0	\$0	\$500,000
South San Francisco	South San Francisco Western Neighborhoods Signal Priority	PLAN, PAED, PS&E, CON	●	●	Have completed project initiation and procurement of professional systems engineering services. Have issued a Notice to Proceed (NTP) for the main task order covering systems engineering, design, and implementation support. Have also completed the comprehensive Project Management Plan (PMP) and established the baseline project schedule.	Nov 2025	Sep 2027	Dec 2027	\$500,000	\$0	\$0	\$500,000
Brisbane	Bayshore-VWR Bus Stop Improvements	PS&E, CON	●	●	Have advertised a request for proposals in June 2026 for the complete design of this project.	Dec 2024	Aug 2027	Jun 2028	\$0	\$450,000	\$0	\$450,000



ACR/TDM Program
FY2026 Q4: April 1, 2026 - June 30, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Brisbane	Bayshore Blvd Mobility & Bus Stop Improvements	PS&E, CON	N/A	N/A	A funding agreement with SMCTA is in process.	Nov 2025	Sep 2027	Agreement in Process	\$0	\$500,000	\$0	\$500,000
Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	●	●	No new updates this quarter. Design is expected to commence after the completion of the PAED phase, which is currently anticipated for August 2026. The completion date has been pushed from August 2026 to December 2027, and the Town anticipates to request an additional time extension of the funding agreement.	Aug 2022	Dec 2027	Original: 8/2025 Extension: 2/2027	\$0	\$162,000	\$0	\$162,000
Colma	Town of Colma Rideshare Voucher Program	PLAN	●	●	Continued implementation of the Rideshare Program. Have executed a time extension to the funding agreement with SMCTA.	Aug 2022	Dec 2027	Original: 8/2025 1st Ext: 2/2027 2nd Ext: 6/2028	\$0	\$67,500	\$49,987	\$17,513
Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	●	●	The City has not been responsive in providing either the Final Report or moving forward with a new funding agreement with SMCTA for reimbursement of the remaining grant funds. SMCTA is currently waiting for a response.	Aug 2022	Aug 2025	Aug 2025	\$0	\$200,000	\$142,551	\$57,449
Half Moon Bay	FY 24-25 Bicycle Pedestrian Small-Scale Projects	CON	●	●	Primary focus this quarter was schedule coordination. Work was sequenced to align with upcoming paving schedules to mitigate potential construction conflicts. The purchased bicycle racks were successfully delivered and are currently staged for installation.	Dec 2024	Nov 2026	Sep 2027	\$0	\$200,000	\$1,805	\$198,195
Half Moon Bay	Cunha Intermediate School Safety and Connectivity Project	PLAN, PAED, PS&E, CON	●	●	Preliminary design has been completed for the improvements. Have also completed the engineer's estimate and topographic/boundary survey.	Nov 2025	Dec 2027	Jun 2028	\$465,000	\$0	\$0	\$465,000
Pacifica	Pedestrian Access and Crossing Enhancements for Students (PACES)	PS&E, CON	●	●	Took site measurements and worked to finalize the scope. Currently drafting 35% design.	Nov 2025	Oct 2027	Jun 2028	\$436,500	\$0	\$0	\$436,500
C/CAG	San Mateo Countywide AV Shuttle Pilot Program Feasibility Study	PLAN	●	●	Project has not yet been initiated, and is expected to start following the completion of the Peninsula Shuttle Program Strategy.	Dec 2024	Mar 2027	Sep 2027	\$420,000	\$0	\$0	\$420,000
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	PLAN	●	●	Have collected traffic counts and continued to work on the IRP routing and modeling. Have also reviewed the existing incident response timing plans for the existing Smart Corridor segments and modeling the revised routing.	Dec 2024	Dec 2026	Jun 2027	\$200,000	\$0	\$0	\$200,000
C/CAG	Active Transportation Data Purchase	PLAN	●	●	Have released the Request for Proposals (RFP) in June 2026 and currently evaluating proposals.	Dec 2024	Dec 2027	Mar 2027	\$253,000	\$0	\$0	\$253,000
Menlo Park	Transportation Big Data Subscription	PLAN	●	●	Continued to utilize the subscription data to support the proposed Slow Streets program. Continued to review data and apply to other projects in the City.	Dec 2024	Jun 2028	Dec 2029	\$80,325	\$0	\$76,811	\$3,514
South San Francisco	Incident Response Timing	PLAN	●	●	Have finalized the Incident Response Timing Plans. Final preparation of graphics for the updated Operations Manual and the Quick Start Guide will be completed following testing and fine-tuning of IRP deployment. A time extension to the funding agreement with SMCTA is in process.	Dec 2024	Sep 2026	Mar 2026	\$100,000	\$0	\$77,032	\$22,968
Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	●	●	The Outreach Plan was revised and updated. The Intercept Survey was also revised and preparations were made for outreach activities including preparation of a database workbook and tracker to support upcoming outreach and outline of next steps. The draft TDM Implementation Guide was revised and incorporated City comments.	Aug 2022	Dec 2026	Original: 9/2025 Extension: 7/2027	\$0	\$100,000	\$0	\$100,000
Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	●	●	Performed a data analysis and prepared a report on the commute survey results from low-income employees downtown and City Hall staff. Approximately 110 low-income employees responded, and 310 City staff responded to the survey. Currently coordinating a time extension to the funding agreement with SMCTA.	Aug 2022	Nov 2026	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Carlos	Standards and Guidelines to Establish a Transportation Management Association (TMA) in the City of San Carlos	PLAN	●	●	City Council approved the award of contract in May 2026. A kick-off meeting was held in June 2026. Currently responding to contractor data request.	Nov 2025	Mar 2027	Sep 2027	\$0	\$199,800	\$0	\$199,800
South San Francisco	South San Francisco TDM Implementation Program	PLAN	●	●	Have prepared the necessary materials and initiated the procurement process to select a professional consultant.	Nov 2025	Jun 2028	Dec 2028	\$0	\$200,000	\$0	\$200,000
Notes: 1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses. 2. The Brisbane Commuter Shuttle Stop Improvement Project was completed and has been removed.												



CALTRAIN GRADE SEPARATION PROJECTS PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
Budget	EAC greater than Approved Budget	10% or more; or \$2M or more	Red
		Up to 10% or less or up to \$2M or less	Yellow
		EAC <= budget	Green
Schedule	Major Milestones delay (Forecasted vs. Baseline) ⁽²⁾	Delay > 6 months	Red
		Delay between 1-6 months	Yellow
		Early, on time, or delay < 1 month	Green
Funding	Phase EAC vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	Red
		Activated Funds can cover Projected Costs more than 6 months	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated Funds	Green
Invoicing	Invoicing	Invoices or reimbursement claims have been submitted consecutively for the last two quarters (one per quarter, two in six months).	Red
		Activated Funds can cover Projected Costs more than 6 months	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated Funds	Green

Notes:

2. Light color is based on the worst performing pending milestone (completed milestones are not considered).
4. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.



**CALTRAIN MAJOR PROJECTS -
SUMMARY TABLE**
FY2026 Q3: January 1, 2026 - March 31, 2026

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
000813	Grade Separation - Broadway (Burlingame)	41	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	43	●	●	●	●	●	●



Project ID: 000813

Broadway Burlingame Grade Separation Project

Reporting Phase(s): PS&E (Activity 13)

Future Funded Phases: None

Sponsors: City of Burlingame

Implementing Agency: Caltrain

SMCTA Role: Funding Agency

Phase Overview: Plans, Specifications, and Estimates (PS&E) phase for grade separation of Caltrain tracks and Broadway in Burlingame

Percent Complete: 20%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

The Broadway Grade Separation Project in Burlingame, CA aims to eliminate the high-risk Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. Following Value Engineering (VE), the new scope delivers a fully grade-separated rail corridor with significantly reduced cost and schedule by permanently eliminating the Broadway Caltrain Station. The structural design shifts to a narrower, elevated guideway, supported by MSE (Mechanically Stabilized Earth) walls utilizing Deep-Soil-Mix (DSM) and reduced bridge widths.

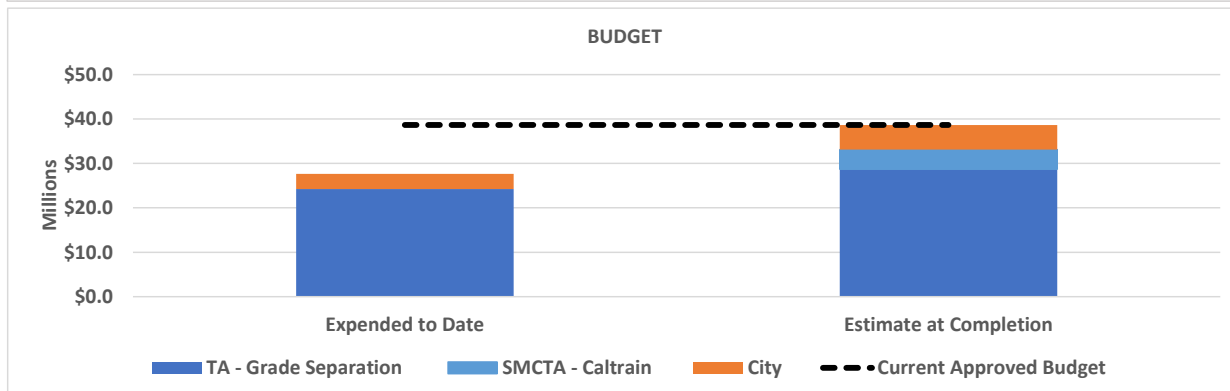
For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

STATUS SUMMARY:

In May of 2025, the City council approved VE solution of Broadway Grade Separation Project.

The MOU second amendment with the City and SMCTA are established to introduce a significant redesign effort for the Broadway Burlingame Grade Separation Project to incorporate value engineering concepts and develop new 65% design documents. The redesign, which will be taken to a 65% design level, aims to significantly reduce the project's construction cost by eliminating the Broadway station and shifting the track to the east.

In September of 2025, the JPB approved extension of CMGC and Designer contract amendment to include the 65% re-design. Currently, the project will complete redesign 65% in July 2026.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA*- Grade Separation	\$28,677,875	\$24,226,481	\$4,451,394	84%	\$28,677,875	\$0
SMCTA - Caltrain	\$4,460,125	\$795,394	\$3,664,731	18%	\$4,460,125	\$0
City	\$5,525,000	\$3,440,112	\$2,084,888	62%	\$5,525,000	\$0
Total	\$38,663,000	\$28,461,987	\$10,201,013	74%	\$38,663,000	\$0

*Includes \$1,025,000 for the design and construction associated with relocation of the Paralleling Station-3 facility.

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (65% Re-design)	N/A	N/A	09/01/25	07/09/26	09/01/25	07/09/26

PROGRESS THIS QUARTER:

1. Weekly design coordination meetings held with the Design Team and Contractor.
2. Submitted CMGC, ICE cost estimates.
3. Conducted CMGC and ICE cost reconciliation workshops.
4. 65% package submitted on May 29, 2026 that contained:
 - Plans, BOD, Draft Geotechnical Report and list of outstanding design items
5. Submitted 65% structure calculations, specifications, and quantities.
6. Submitted 65% UPRR package to UPRR.
7. RCE application submitted on June 08, 2026.
8. The project received a \$3.15M earmark sponsored by Congressman Mullin.

FUTURE ACTIVITIES:

1. Caltrain to provide updates for the City Council on July 06, 2026 and August 17, 2026.
2. Review the overall project schedule, ensuring alignment with key milestones and deliverables.
3. ROW Strategy: Meet with the Real Estate team.
4. Finalize construction estimate from the CMGC and ICE
5. Continue Design Development:
 - Develop Sanchez Creek culvert concept type selection and setup constructability review meeting with CMGC and Caltrain
 - Developing 100% utility design plans: PG&E relocation workshop
6. Execute amendment with SMCTA for Final Design costs.

KEY ISSUES:

1. Estimated project cost far exceeds available funding; project team launching funding strategy effort.
2. Additional funding is needed for the 100% design and future phases if the project advances beyond the 65% redesign.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU Amendment 1 (PAED)	10/23/19	07/12/21	01/12/21	Amendment to include redesign cost of traction power paralleling station in PE/Environmental Phase
MOU (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification
MOU Amendment 1 (PS&E)	07/22/24	07/31/25	07/31/25	Amendment to include funding for CMGC contract and extending the term
MOU Amendment 2 (PS&E)	07/31/25	06/30/27	12/31/26	Amendment to increase the funding commitment by \$15.3 million for the Project redesign and extended term



Project ID: 000814
South Linden Avenue and Scott Street Grade Separation Project

Reporting Phase(s): PAED (Activity 12)
Future Funded Phases: None
Sponsors: City of South San Francisco, City of San Bruno
Implementing Agency: Caltrain
SMCTA Role: Funding Agency

Phase Overview: PAED phase for grade separation of Caltrain tracks at South

Percent Complete: 58%		
STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule	●	●
Budget	●	●
Funding	●	●
Invoicing	●	●

PROJECT DESCRIPTION:

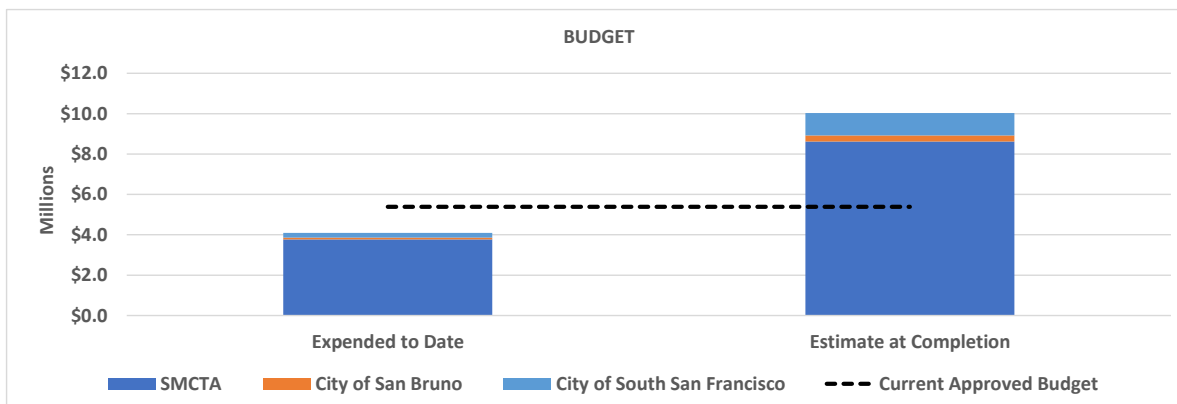
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San 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. The two crossings are rated #3 on the California Public Utilities Commission referencing safety concerns. At Linden Avenue in South San Francisco, the crossing will be modified to create an automobile/ped "undercrossing" while leaving the existing tracks at near the same elevation. The "undercrossing" will be approximately 100 feet in length and 100 feet in width, with 16.5 feet in vertical clearance. Drainage and utilities will be addressed as well. At Scott Street in San Bruno, the existing crossing will be permanently closed. A cul-de-sac will be created. Pedestrian access ramps and the box-jacked 20 foot wide, 12 feet tall "undercrossing" will be installed under the existing Caltrain tracks. No automobile crossings will be included. The project requires several TCEs and several small property acquisitions. Major utility relocations will be required before construction. The environmental process is anticipated to be a Categorical Exemption (CE).

STATUS SUMMARY:

The project began its preliminary design phase in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. Following an extensive evaluation process, a new, more cost-effective alternative was selected, prompting a realignment of the project's scope, schedule, and budget. Design development for this adopted alternative has now commenced and is targeted for completion by late 2026. Selection of the adopted alternative in early 2025 by the shareholders resulted in project delays and the need for additional funding.

To support continued project delivery, a Memorandum of Understanding (MOU) amendment among the participating cities and the SMCTA has been approved in May. The Designer's contract amendment is being finalized for approval and execution. This amendment's scope and costs have been established. Designer RSE advancing design basis elements, design refinements, surveys, property investigations, structural design, and adjacent developer issues.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$4,950,000	\$3,766,644	\$1,183,356	76%	\$8,615,115	(\$3,665,115)
City of San Bruno	\$129,350	\$98,196	\$31,154	76%	\$305,927	(\$176,577)
City of South San Francisco	\$306,650	\$232,797	\$73,853	76%	\$1,111,058	(\$804,408)
Total	\$5,386,000	\$4,097,636	\$1,288,364	76%	\$10,032,100	(\$4,646,100)

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Prelim Engineering/Environmental (PAED)	05/04/23	05/31/25	05/04/23	06/08/25	05/04/23	02/05/27

PROGRESS THIS QUARTER:

1. Continued coordination with stakeholders on design refinements.
2. Designers submitted Preliminary Design Variances Requests (pDVRs) and Preliminary Basis of Design (pBOD) for Caltrain and stakeholder review.
3. Facilitate workshops with South San Francisco and San Bruno's first responders, planning, and various bike and pedestrian committees to review design refinements and gather comments.
4. Coordination with Southline on the design refinements and also engaged Southline's engineering team for on-going technical coordination.
5. Engaged PG&E regarding potential 230kV transmission line relocation.
6. Hold monthly technical working group with stakeholders.
7. Continued coordination with Cities and SMCTA for MOU amendment, which was approved at the SMCTA Board in May.
8. Continued preparation of RSE amendment. It will be brought to Caltrain's board for action in August.
9. Facilitated engineering risk workshop and will continue to update project risk register.

FUTURE ACTIVITIES:

1. Confirm assumptions from design refinements, DVRs, and BOD to progress 35% design.
2. Continue PG&E coordination for 230kV utility.
3. Continue technical working group meetings to address current design efforts and decisions.
4. Prepare and submit DVRs required from the Cities.
5. Submit geotechnical boring permits and perform geotechnical investigation work.
6. Continue to update risk register.
7. Present project update to SSF City Council in August for approval of MOU amendment.
8. Execute RSE contract amendment.
9. Prepare materials for alternative delivery workshop.
10. Continue monthly meeting with stakeholders to review project schedule, budget, risks and action items.
11. Execute amendment with SMCTA to reflect new schedule and additional funding for PAED phase.

KEY ISSUES:

1. Project delayed due to analysis needed to generate the value engineered design and to support it. There are ongoing efforts to fund the additional costs to complete this phase in light of the new alternative and associated delay.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU (Planning)	04/20/16	10/20/19	05/31/22	MOU between SMCTA, Cities of SSF and San Bruno, and PCJPB for Planning Study
Letter Agreement	05/22/19	N/A	N/A	Letter Agreement between City of San Bruno and PCJPB to fund Traffic Study
MOU (PE/ENV)	08/22/22	02/22/26	08/22/25	MOU between SMCTA, Cities of SSF and San Bruno and PCJPB for PE/Environmental Phase
MOU Amendment (PE/ENV)	TBD	TBD	TBD	MOU amendment for time extension

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

Subject: **Accept Preliminary Year-End Financial Report for the Fiscal Year Ending June 30, 2026**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transportation Authority (SMCTA) accept the Preliminary Year-End Financial Report for Fiscal Year 2026.

Significance

SMCTA ended Fiscal Year 2026 (FY26) with preliminary Sources over Uses of \$177 million, which is \$23.3 million favorable compared to the budgeted \$153.7 million. This favorable variance was primarily driven by stronger-than-anticipated Measure A and W sales tax receipts, interest income, and external funding. A significant portion of the Sources over Uses represents revenues dedicated to capital and competitive programs and will be programmed through future Board approved actions.

Sources:

As of June 30, 2026, total sources were \$230 million, exceeding the adopted budget of \$206.4 million by \$23.6 million (11.4 percent). This favorable variance was primarily driven by:

- **New Measure A and SMCTA Managed Measure W Sales Tax** exceeded budget by \$5.8 million (5 percent) and \$2.9 million (5 percent), respectively. The FY26 Adopted Budget utilized conservative sales tax budget assumptions with consideration to tariff concerns and policy uncertainties at the time of adoption. Actual sales tax receipts exceeded budget, reflecting stronger-than-expected economic activity, including resilient consumer spending and higher fuel prices.
- **New Measure A and Measure W Interest Income** exceeded budget by \$9.1 million (49 percent) and \$1.9 million (26.2 percent), respectively. Both variances are attributed to higher-than-expected interest rates and a larger investment balance. The higher balance reflects delayed spending on capital programs, allowing funds to remain invested longer.

- **External Funding** exceeded budget by \$5.3 million (177 percent), primarily due to the advancement of the United States (U.S.) 101/State Route (SR) 92 Interchange Area Improvements Project with additional Regional Measure 3 (RM3) funding after FY26 budget adoption, resulting in higher eligible project expenditures and corresponding reimbursement revenue.

These favorable variances were partially offset by lower than anticipated:

- **Due from San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA)** being below budget by \$1.4 million (33.1 percent). The unfavorable variance was primarily due to the FY26 budget assumed a 3.5 percent interest rate, while actual variable interest rates were lower throughout the year, generally ranging between one percent and 2.0 percent.

Uses:

As of June 30, 2026, total uses were \$53 million, slightly above the adopted budget of \$52.7 million, resulting in an unfavorable variance of \$0.3 million (0.5 percent). The unfavorable variance was primarily driven by:

- **Pass-Through Annual Program Allocations** exceeded budget by \$2.2 million (5 percent), reflecting the formula-driven allocation to local jurisdiction based on sales tax receipts. Sales tax revenue came in higher than the conservative budget given tariff concerns and policy uncertainty, but consumer spending has remained resilient despite ongoing cost pressures.

These unfavorable variances were partially offset by the following favorable variances:

- **SMCEL-JPA** came in below budget by \$1.4 million (36.5 percent). The favorable variance was primarily due to primarily due to the FY26 budget assumed a 3.5 percent interest rate, while actual variable interest rates were lower throughout the year, generally ranging between one percent and two percent.
- **SMCTA Staff Support** ended \$0.4 million (15.1 percent) below budget, primarily due to vacancy savings and lower-than-anticipated shared services staff time charged to SMCTA.
- **Professional Services** ended \$0.3 million (38.6 percent) favorable to budget, primarily due to lower consultant utilization and reduced use of on-call and as-needed professional services, resulting in expenditures below budget.

Preliminary FY26 Year-End Results

The FY26 financial results presented in this report are preliminary and remain subject to completion of year-end closing activities, including final accruals, accounting adjustments, and the annual financial audit. Staff will present the final audited FY26 financial statements to the Board as part of the Annual Comprehensive Financial Report (ACFR) later this year.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By:	Cleo Liao	Budgets, Manager	650-508-7756
	Jerry Vuong	Budgets Analyst	650-622-7804

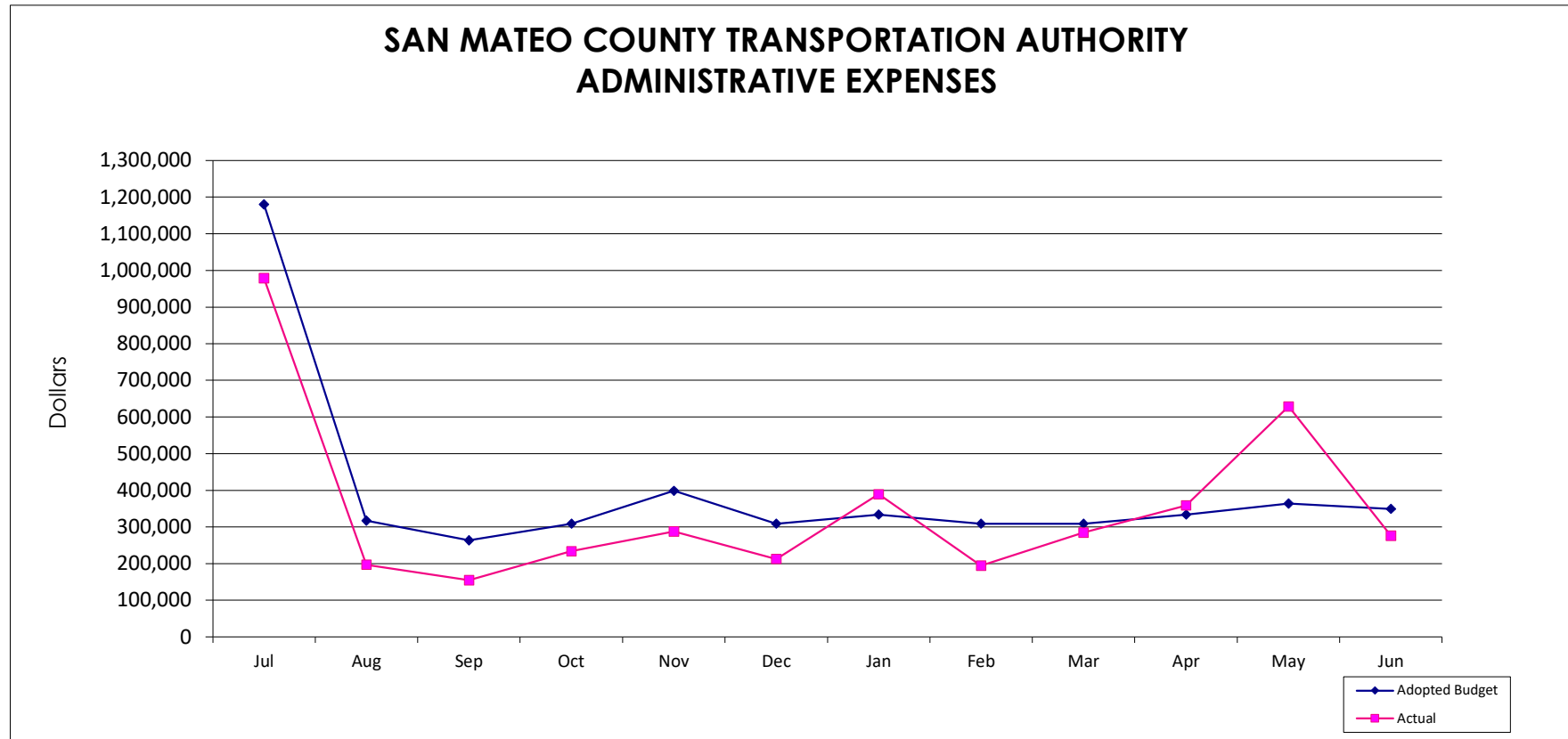


**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF JUNE 30, 2026**

(In thousands)

	YEAR-TO-DATE JULY TO JUNE				ANNUAL
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET
SOURCES					
New Measure A Sales Tax	114,856	120,615	5,759	5.0%	114,856
New Measure A Interest Income	18,597	27,709	9,113	49.0%	18,597
Measure W Sales Tax*	114,856	120,615	5,759	5.0%	114,856
TA Managed Measure W Sales Tax (50%)	57,428	60,308	2,880	5.0%	57,428
SamTrans Managed Measure W Sales Tax (50%)*	57,428	60,308	2,880	5.0%	57,428
Measure W Interest Income	7,226	9,120	1,894	26.2%	7,226
Rental Income	1,177	1,158	(19)	(1.6%)	1,177
External Funding	3,021	8,370	5,348	177.0%	3,021
Due from SMCEL-JPA	4,069	2,721	(1,348)	(33.1%)	4,069
Due from SMCEL-JPA - Credit Fee	375	375	-	0.0%	375
Due from SMCEL-JPA - Bond Interest	3,280	1,949	(1,331)	(40.6%)	3,280
Due from SMCEL-JPA - Bond Related Debt Fees	414	398	(17)	(4.0%)	414
TOTAL SOURCES	\$ 206,375	\$ 230,001	\$ 23,627	11.4%	\$ 206,375
USES					
SMCEL-JPA	3,694	2,347	1,348	36.5%	3,694
SMCEL-JPA Bond Interest	3,280	1,949	1,331	40.6%	3,280
SMCEL-JPA Bond Related Debt Fees	414	398	17	4.0%	414
Pass-Through Annual Program Allocations	44,220	46,437	(2,217)	(5.0%)	44,220
Measure A	32,734	34,375	(1,641)	(5.0%)	32,734
Measure W	11,486	12,062	(576)	(5.0%)	11,486
TA Staff Support	2,889	2,453	436	15.1%	2,889
Measure A	2,889	2,453	436	15.1%	2,889
Professional Services	758	466	292	38.6%	758
Measure A	703	466	237	33.8%	703
Measure W	55	-	55	100.0%	55
Bank Fees	212	394	(182)	(85.8%)	212
Measure A	212	152	60	28.3%	212
Measure W	-	242	(242)	(100.0%)	-
Managing Agency (AIA)	311	390	(78)	(25.1%)	311
Labor	202	254	(52)	(25.6%)	202
Non-Labor	109	135	(26)	(24.3%)	109
Insurance	335	349	(14)	(4.3%)	335
Professional Assn. Dues and Subscriptions	45	42	3	7.3%	45
Other Operating Expenses	182	61	121	66.5%	182
Board of Directors Compensation	9	9	(0)	(5.1%)	9
TOTAL USES	\$ 52,691	\$ 52,980	\$ (289)	(0.5%)	52,691
Sources Over Uses	\$ 153,683	\$ 177,021	\$ 23,338	15.2%	\$ 153,683

* Excluded from Total TA Sources



Current Year Data

	Jul '25	Aug '25	Sep '25	Oct '25	Nov '25	Dec '25	Jan '26	Feb '26	Mar '26	Apr '26	May '26	Jun '26
MONTHLY EXPENSES												
Adopted Budget	1,180,011	316,873	263,816	309,135	398,708	309,135	334,135	309,135	309,135	334,135	363,708	349,641
Actual	979,115	197,204	154,788	233,472	287,701	212,515	389,150	194,423	285,032	358,664	628,922	275,920
CUMULATIVE EXPENSES												
Staff Projections	1,180,011	1,496,884	1,760,700	2,069,835	2,468,543	2,777,678	3,111,813	3,420,948	3,730,083	4,064,218	4,427,926	4,777,567
Actual	979,115	1,176,320	1,331,108	1,564,580	1,852,281	2,064,796	2,453,946	2,648,369	2,933,400	3,292,065	3,920,986	4,196,907
Variance F(U)	200,896	320,564	429,592	505,255	616,262	712,882	657,867	772,579	796,683	772,153	506,940	580,660
Variance %	17.02%	21.42%	24.40%	24.41%	24.96%	25.66%	21.14%	22.58%	21.36%	19.00%	11.45%	12.15%

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JUNE 30, 2026**

6/30/2026

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	7,022,230
JP Morgan Bank Checking	\$	91,701,380
CAMP Pool ***	\$	280,132,341
County Pool**	\$	284,202,511
LAIF ****	\$	5,904,714

INVESTMENT FUNDS

Investment Portfolio (Market Values+Accrued Interest)*	\$	303,960,742
MMF - US Bank Custodian Account	\$	4,918,176.98
Cash		

Total	\$	<u>977,842,094.51</u>
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* Fund Managed by Public Trust Advisors

** Estimated County Pool Distributions

*** Estimated CAMP Pool Distributions

**** Estimated LAIF Distributions



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 6/30/2026

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	4,265.08	06/30/2026	4,265.08	0.00	4,265.08	4,265.08
CCYUSD	Receivable	2,829.21	06/30/2026	2,829.21	0.00	2,829.21	2,829.21
		7,094.29		7,094.29	0.00	7,094.29	7,094.29

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
02079KBJ5	ALPHABET INC	1,170,000.00	02/15/2029	1,165,752.90	16,594.50	1,151,010.90	1,167,605.40
02079KBJ5	ALPHABET INC	810,000.00	02/15/2029	807,059.70	11,488.50	796,853.70	808,342.20
023135CT1	AMAZON.COM INC	1,105,000.00	11/20/2030	1,103,817.65	5,159.74	1,085,994.00	1,091,153.74
023135CT1	AMAZON.COM INC	765,000.00	11/20/2030	764,181.45	3,572.13	751,842.00	755,414.13
023135DC7	AMAZON.COM INC	1,535,000.00	03/13/2029	1,534,831.15	18,420.00	1,518,590.85	1,537,010.85
023135DC7	AMAZON.COM INC	1,060,000.00	03/13/2029	1,059,883.40	12,720.00	1,048,668.60	1,061,388.60
14913UAL4	CATERPILLAR FINANCIAL SERVICES CC	360,000.00	05/14/2027	359,604.00	2,350.00	362,509.20	364,859.20
14913UBD1	CATERPILLAR FINANCIAL SERVICES CC	750,000.00	11/14/2028	749,602.50	3,867.71	742,665.00	746,532.71
14913UBD1	CATERPILLAR FINANCIAL SERVICES CC	1,090,000.00	11/14/2028	1,089,422.30	5,621.07	1,079,339.80	1,084,960.87
14913V2D9	CATERPILLAR FINANCIAL SERVICES CC	710,000.00	05/15/2031	709,027.30	4,082.50	706,641.70	710,724.20
14913V2D9	CATERPILLAR FINANCIAL SERVICES CC	305,000.00	05/15/2031	304,582.15	1,753.75	303,557.35	305,311.10
24422EXZ7	JOHN DEERE CAPITAL CORP	2,500,000.00	01/07/2028	2,499,250.00	56,187.50	2,513,850.00	2,570,037.50
24422EXZ7	JOHN DEERE CAPITAL CORP	1,730,000.00	01/07/2028	1,729,481.00	38,881.75	1,739,584.20	1,778,465.95
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	47,037.50	2,654,081.00	2,701,118.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	14,111.25	796,224.30	810,335.55
532457DL9	ELI LILLY AND CO	1,785,000.00	05/20/2031	1,783,090.05	8,894.01	1,771,255.50	1,780,149.51
58933YCK9	MERCK & CO INC	975,000.00	05/22/2031	974,395.50	4,911.56	976,599.00	981,510.56
58933YCK9	MERCK & CO INC	675,000.00	05/22/2031	674,581.50	3,400.31	676,107.00	679,507.31
592179KR5	METROPOLITAN LIFE GLOBAL FUNDINC	1,100,000.00	08/25/2028	1,099,912.00	15,977.50	1,091,387.00	1,107,364.50
592179KR5	METROPOLITAN LIFE GLOBAL FUNDINC	865,000.00	08/25/2028	864,930.80	12,564.13	858,227.05	870,791.18
67066GAR5	NVIDIA CORP	1,225,000.00	06/15/2031	1,222,672.50	1,990.63	1,220,663.50	1,222,654.13
67066GAR5	NVIDIA CORP	850,000.00	06/15/2031	848,385.00	1,381.25	846,991.00	848,372.25

69371RT55	PACCAR FINANCIAL CORP	650,000.00	11/25/2026	649,447.50	2,925.00	651,014.00	653,939.00
69371RT55	PACCAR FINANCIAL CORP	450,000.00	11/25/2026	449,617.50	2,025.00	450,702.00	452,727.00
69371RT63	PACCAR FINANCIAL CORP	910,000.00	03/03/2028	909,444.90	13,571.64	913,094.00	926,665.64
69371RT63	PACCAR FINANCIAL CORP	630,000.00	03/03/2028	629,615.70	9,395.75	632,142.00	641,537.75
69371RU53	PACCAR FINANCIAL CORP	600,000.00	06/18/2029	599,250.00	931.67	598,218.00	599,149.67
69371RU53	PACCAR FINANCIAL CORP	425,000.00	06/18/2029	424,468.75	659.93	423,737.75	424,397.68
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	7,115.21	982,920.40	990,035.61
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	2,141.82	295,879.10	298,020.92
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	6,592.67	435,200.10	441,792.77
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	4,546.67	300,138.00	304,684.67
89236TPQ2	TOYOTA MOTOR CREDIT CORP	1,570,000.00	03/13/2029	1,569,434.80	19,075.50	1,552,039.20	1,571,114.70
89236TPQ2	TOYOTA MOTOR CREDIT CORP	910,000.00	03/13/2029	909,672.40	11,056.50	899,589.60	910,646.10
89236TQB4	TOYOTA MOTOR CREDIT CORP	2,005,000.00	05/14/2031	2,000,929.85	11,910.26	1,988,398.60	2,000,308.86
89236TQB4	TOYOTA MOTOR CREDIT CORP	1,230,000.00	05/14/2031	1,227,503.10	7,306.54	1,219,815.60	1,227,122.14

		36,200,000.00		36,166,515.55	390,221.42	36,035,531.00	36,425,752.42
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MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA STATE	1,715,000.00	03/01/2027	1,715,000.00	27,702.97	1,722,460.25	1,750,163.22
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	8,318.97	517,240.25	525,559.22
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	5,581.65	871,357.75	876,939.40
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	1,677.72	261,911.00	263,588.72
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	2,294.00	200,194.00	202,488.00
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	688.20	60,058.20	60,746.40
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	1,687.50	136,305.45	137,992.95
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	500.00	40,386.80	40,886.80
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	4,937.50	400,565.55	405,503.05
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	1,500.00	121,690.80	123,190.80

		4,305,000.00		4,340,056.40	54,888.51	4,332,170.05	4,387,058.56
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MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	3,350,561.76	06/30/2026	3,350,561.76	0.00	3,350,561.76	3,350,561.76
31846V534	FIRST AMER:US TRS MM Y	1,567,615.22	06/30/2026	1,567,615.22	0.00	1,567,615.22	1,567,615.22

		4,918,176.98		4,918,176.98	0.00	4,918,176.98	4,918,176.98
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US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	18,606.83	2,843,403.75	2,862,010.58
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	9,051.97	1,383,277.50	1,392,329.47
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	51,352.21	5,949,247.50	6,000,599.71
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	14,370.17	1,664,810.00	1,679,180.17
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	33,577.35	3,178,142.50	3,211,719.85
9128285M8	UNITED STATES TREASURY	1,250,000.00	11/15/2028	1,224,804.69	4,988.96	1,220,800.00	1,225,788.96
912828YB0	UNITED STATES TREASURY	2,500,000.00	08/15/2029	2,272,265.63	15,262.43	2,316,700.00	2,331,962.43
912828YB0	UNITED STATES TREASURY	1,750,000.00	08/15/2029	1,595,986.33	10,683.70	1,621,690.00	1,632,373.70
912828YB0	UNITED STATES TREASURY	575,000.00	08/15/2029	528,056.64	3,510.36	532,841.00	536,351.36
912828YS3	UNITED STATES TREASURY	1,800,000.00	11/15/2029	1,615,781.25	4,023.10	1,665,144.00	1,669,167.10
912828YS3	UNITED STATES TREASURY	1,250,000.00	11/15/2029	1,122,070.31	2,793.82	1,156,350.00	1,159,143.82
912828Z94	UNITED STATES TREASURY	1,500,000.00	02/15/2030	1,332,949.22	8,453.04	1,366,530.00	1,374,983.04
912828Z94	UNITED STATES TREASURY	1,100,000.00	02/15/2030	977,496.09	6,198.90	1,002,122.00	1,008,320.90
912828ZQ6	UNITED STATES TREASURY	850,000.00	05/15/2030	724,824.22	678.50	742,653.50	743,332.00
912828ZQ6	UNITED STATES TREASURY	725,000.00	05/15/2030	618,232.42	578.72	633,439.75	634,018.47
91282CAE1	UNITED STATES TREASURY	2,850,000.00	08/15/2030	2,453,783.20	6,691.99	2,468,157.00	2,474,848.99
91282CAE1	UNITED STATES TREASURY	1,800,000.00	08/15/2030	1,549,757.81	4,226.52	1,558,836.00	1,563,062.52
91282CAE1	UNITED STATES TREASURY	325,000.00	08/15/2030	281,277.34	763.12	281,456.50	282,219.62
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	5,655.74	5,727,420.00	5,733,075.74
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	1,743.85	1,765,954.50	1,767,698.35
91282CAV3	UNITED STATES TREASURY	2,350,000.00	11/15/2030	2,055,148.44	2,626.19	2,040,646.00	2,043,272.19
91282CAV3	UNITED STATES TREASURY	3,100,000.00	11/15/2030	2,712,015.62	3,464.33	2,691,916.00	2,695,380.33
91282CAV3	UNITED STATES TREASURY	1,500,000.00	11/15/2030	1,311,796.88	1,676.29	1,302,540.00	1,304,216.29
91282CAV3	UNITED STATES TREASURY	2,000,000.00	11/15/2030	1,749,687.50	2,235.05	1,736,720.00	1,738,955.05
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	84.49	4,721,573.50	4,721,657.99
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	25.31	1,414,099.40	1,414,124.71
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	10,683.06	3,234,250.00	3,244,933.06
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	3,142.08	951,250.00	954,392.08
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	1,143.44	1,022,630.40	1,023,773.84
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	3,758.54	3,361,424.00	3,365,182.54
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	359.97	321,939.20	322,299.17
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	1,085.21	970,552.00	971,637.21
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	122.28	3,400,884.00	3,401,006.28
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	39.06	1,086,393.50	1,086,432.56
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	10,528.53	2,625,224.00	2,635,752.53
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	4,136.21	1,031,338.00	1,035,474.21

91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	3,008.15	750,064.00	753,072.15
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	1,692.09	421,911.00	423,603.09
91282CCY5	UNITED STATES TREASURY	2,275,000.00	09/30/2028	1,988,047.85	7,148.22	2,133,699.75	2,140,847.97
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	2,592.21	773,759.25	776,351.46
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	10,584.60	1,364,638.50	1,375,223.10
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	17,336.84	2,235,183.75	2,252,520.59
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	2,919.89	376,452.00	379,371.89
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	5,474.79	705,847.50	711,322.29
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	4,029.71	643,889.25	647,918.96
91282CEM9	UNITED STATES TREASURY	2,420,000.00	04/30/2029	2,335,583.59	11,721.88	2,337,284.40	2,349,006.28
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	3,726.78	1,538,560.00	1,542,286.78
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	1,979.85	817,360.00	819,339.85
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	1,048.16	432,720.00	433,768.16
91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	663.83	274,056.00	274,719.83
91282CEV9	UNITED STATES TREASURY	2,800,000.00	06/30/2029	2,769,703.13	247.28	2,728,152.00	2,728,399.28
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	53.87	594,347.40	594,401.27
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	94.94	1,065,980.75	1,066,075.69
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	35.33	396,644.00	396,679.33
91282CFH9	UNITED STATES TREASURY	800,000.00	08/31/2027	791,625.00	8,355.98	790,872.00	799,227.98
91282CFL0	UNITED STATES TREASURY	2,575,000.00	09/30/2029	2,545,729.49	25,081.63	2,551,670.50	2,576,752.13
91282CFL0	UNITED STATES TREASURY	2,225,000.00	09/30/2029	2,199,708.01	21,672.47	2,204,841.50	2,226,513.97
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	26,959.02	2,599,298.00	2,626,257.02
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	11,872.34	1,144,690.85	1,156,563.19
91282CFT3	UNITED STATES TREASURY	750,000.00	10/31/2029	735,175.78	5,054.35	745,867.50	750,921.85
91282CFT3	UNITED STATES TREASURY	1,100,000.00	10/31/2029	1,078,257.81	7,413.04	1,093,939.00	1,101,352.04
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	14,113.05	4,283,058.00	4,297,171.05
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	6,465.74	1,962,238.20	1,968,703.94
91282CGH8	UNITED STATES TREASURY	1,500,000.00	01/31/2028	1,491,679.69	21,899.17	1,484,535.00	1,506,434.17
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	43,451.09	3,241,355.00	3,284,806.09
91282CGS4	UNITED STATES TREASURY	1,100,000.00	03/31/2030	1,091,792.97	10,023.22	1,078,693.00	1,088,716.22
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	23,691.26	2,576,236.00	2,599,927.26
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	3,872.61	421,115.50	424,988.11
91282CGT2	UNITED STATES TREASURY	2,030,000.00	03/31/2028	2,030,475.78	18,497.40	2,011,445.80	2,029,943.20
91282CGZ8	UNITED STATES TREASURY	1,600,000.00	04/30/2030	1,586,750.00	9,434.78	1,561,248.00	1,570,682.78
91282CGZ8	UNITED STATES TREASURY	1,300,000.00	04/30/2030	1,289,234.38	7,665.76	1,268,514.00	1,276,179.76
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	10,171.88	1,704,714.00	1,714,885.88
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	3,243.21	543,532.00	546,775.21
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	17,808.06	5,742,928.00	5,760,736.06

91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	3,116.41	1,005,012.40	1,008,128.81
91282CHW4	UNITED STATES TREASURY	1,050,000.00	08/31/2030	1,055,373.05	14,476.73	1,047,091.50	1,061,568.23
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	52,862.01	3,630,255.30	3,683,117.31
91282CJF9	UNITED STATES TREASURY	2,615,000.00	10/31/2028	2,689,466.21	21,477.82	2,655,244.85	2,676,722.67
91282CJG7	UNITED STATES TREASURY	3,500,000.00	10/31/2030	3,658,046.87	28,746.60	3,592,015.00	3,620,761.60
91282CJG7	UNITED STATES TREASURY	2,400,000.00	10/31/2030	2,508,375.00	19,711.96	2,463,096.00	2,482,807.96
91282CJM4	UNITED STATES TREASURY	2,750,000.00	11/30/2030	2,836,689.45	10,190.40	2,768,590.00	2,778,780.40
91282CJM4	UNITED STATES TREASURY	1,950,000.00	11/30/2030	2,011,470.70	7,225.92	1,963,182.00	1,970,407.92
91282CJN2	UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	3,705.60	1,004,610.00	1,008,315.60
91282CJQ5	UNITED STATES TREASURY	5,150,000.00	12/31/2030	5,051,626.95	524.80	5,054,055.50	5,054,580.30
91282CJQ5	UNITED STATES TREASURY	3,750,000.00	12/31/2030	3,678,369.14	382.13	3,680,137.50	3,680,519.63
91282CJW2	UNITED STATES TREASURY	375,000.00	01/31/2029	382,587.89	6,256.91	373,387.50	379,644.41
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	36,578.29	2,580,330.25	2,616,908.54
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	25,569.29	1,803,726.00	1,829,295.29
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	27,736.68	2,671,870.25	2,699,606.93
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	21,981.97	2,117,519.60	2,139,501.57
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	11,405.74	1,098,713.00	1,110,118.74
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	7,258.20	699,181.00	706,439.20
91282CKP5	UNITED STATES TREASURY	3,225,000.00	04/30/2029	3,290,129.89	25,129.59	3,263,538.75	3,288,668.34
91282CKT7	UNITED STATES TREASURY	3,975,000.00	05/31/2029	4,043,475.59	15,150.61	4,011,013.50	4,026,164.11
91282CKV2	UNITED STATES TREASURY	2,645,000.00	06/15/2027	2,670,726.76	5,347.81	2,657,722.45	2,663,070.26
91282CKX8	UNITED STATES TREASURY	400,000.00	06/30/2029	406,828.12	46.20	400,908.00	400,954.20
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	79,924.72	3,969,900.00	4,049,824.72
91282CLK5	UNITED STATES TREASURY	525,000.00	08/31/2029	528,609.38	6,360.99	516,589.50	522,950.49
91282CLL3	UNITED STATES TREASURY	925,000.00	09/15/2027	920,483.40	9,162.02	916,619.50	925,781.52
91282CLL3	UNITED STATES TREASURY	2,000,000.00	09/15/2027	1,986,484.37	19,809.78	1,981,880.00	2,001,689.78
91282CLR0	UNITED STATES TREASURY	2,150,000.00	10/31/2029	2,153,107.42	14,941.92	2,146,560.00	2,161,501.92
91282CLR0	UNITED STATES TREASURY	1,850,000.00	10/31/2029	1,852,673.83	12,857.00	1,847,040.00	1,859,897.00
91282CMA6	UNITED STATES TREASURY	3,625,000.00	11/30/2029	3,594,980.47	12,665.22	3,619,345.00	3,632,010.22
91282CMA6	UNITED STATES TREASURY	2,100,000.00	11/30/2029	2,082,609.38	7,337.09	2,096,724.00	2,104,061.09
91282CMD0	UNITED STATES TREASURY	2,600,000.00	12/31/2029	2,643,773.44	309.10	2,616,770.00	2,617,079.10
91282CMD0	UNITED STATES TREASURY	1,950,000.00	12/31/2029	1,982,830.08	231.83	1,962,577.50	1,962,809.33
91282CMG3	UNITED STATES TREASURY	3,300,000.00	01/31/2030	3,340,992.19	58,502.07	3,307,227.00	3,365,729.07
91282CMG3	UNITED STATES TREASURY	1,250,000.00	01/31/2030	1,265,527.34	22,159.88	1,252,737.50	1,274,897.38
91282CMS7	UNITED STATES TREASURY	1,500,000.00	03/15/2028	1,498,886.72	17,058.42	1,492,740.00	1,509,798.42
91282CMU2	UNITED STATES TREASURY	3,900,000.00	03/31/2030	3,912,492.19	39,213.11	3,875,157.00	3,914,370.11
91282CMU2	UNITED STATES TREASURY	2,400,000.00	03/31/2030	2,407,687.50	24,131.15	2,384,712.00	2,408,843.15
91282CMW8	UNITED STATES TREASURY	4,500,000.00	04/15/2028	4,489,101.56	35,502.05	4,468,005.00	4,503,507.05

91282CMW8	UNITED STATES TREASURY	900,000.00	04/15/2028	901,371.09	7,100.41	893,601.00	900,701.41
91282CMZ1	UNITED STATES TREASURY	2,750,000.00	04/30/2030	2,743,125.00	17,953.46	2,720,245.00	2,738,198.46
91282CMZ1	UNITED STATES TREASURY	1,950,000.00	04/30/2030	1,945,125.00	12,730.64	1,928,901.00	1,941,631.64
91282CND9	UNITED STATES TREASURY	3,250,000.00	05/15/2028	3,241,621.09	15,565.56	3,225,885.00	3,241,450.56
91282CNG2	UNITED STATES TREASURY	3,500,000.00	05/31/2030	3,524,882.81	11,857.92	3,476,340.00	3,488,197.92
91282CNG2	UNITED STATES TREASURY	2,650,000.00	05/31/2030	2,668,839.85	8,978.14	2,632,086.00	2,641,064.14
91282CNH0	UNITED STATES TREASURY	3,750,000.00	06/15/2028	3,750,000.00	6,352.46	3,729,487.50	3,735,839.96
91282CNH0	UNITED STATES TREASURY	2,750,000.00	06/15/2028	2,750,000.00	4,658.47	2,734,957.50	2,739,615.97
91282CNL1	UNITED STATES TREASURY	700,000.00	06/30/2027	702,023.44	71.33	697,543.00	697,614.33
91282CNN7	UNITED STATES TREASURY	1,500,000.00	07/31/2030	1,512,070.31	24,245.51	1,482,300.00	1,506,545.51
91282CNN7	UNITED STATES TREASURY	1,275,000.00	07/31/2030	1,285,259.77	20,608.68	1,259,955.00	1,280,563.68
91282CNU1	UNITED STATES TREASURY	1,500,000.00	08/15/2028	1,493,613.28	20,428.18	1,483,590.00	1,504,018.18
91282CNX5	UNITED STATES TREASURY	4,000,000.00	08/31/2030	3,984,687.50	48,464.67	3,913,280.00	3,961,744.67
91282CNX5	UNITED STATES TREASURY	2,800,000.00	08/31/2030	2,789,281.25	33,925.27	2,739,296.00	2,773,221.27
91282CPW5	UNITED STATES TREASURY	4,075,000.00	01/31/2031	4,093,783.21	63,742.23	3,998,104.75	4,061,846.98
91282CPW5	UNITED STATES TREASURY	1,100,000.00	01/31/2031	1,105,070.31	17,206.49	1,079,243.00	1,096,449.49
		262,940,000.00		253,564,699.51	1,638,363.25	256,584,296.00	258,222,659.25
					2,083,473.18	301,877,268.32	303,960,741.50
					TOTAL	296,951,997.05	299,035,470.23
							4,925,271.27



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Report: GAAP Trading Activity
Account: PTA-San Mateo Co. Trans. Agg (257430)
Date: 06/01/2026 - 06/30/2026

* Does not Lock Down

Identifier	Description	Original Units	Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Principal	Accrued Interest	Amount
31846V534	FIRST AMER:US TRS MM Y	2,783,378.54	2,783,378.54	Buy	---	---	6/30/2026	2,783,378.54	-	(2,783,378.54)
31846V534	FIRST AMER:US TRS MM Y	(269,912.25)	(269,912.25)	Sell	---	---	6/30/2026	(269,912.25)	-	269,912.25
31846V534	FIRST AMER:US TRS MM Y	1,158,124.32	1,158,124.32	Buy	---	---	6/30/2026	1,158,124.32	-	(1,158,124.32)
31846V534	FIRST AMER:US TRS MM Y	(870,196.89)	(870,196.89)	Sell	---	---	6/30/2026	(870,196.89)	-	870,196.89
637639AL9	NATIONAL SECURITIES CLEARING CORP	(1,855,000.00)	(1,855,000.00)	Maturity	6/26/2026	6/26/2026	6/26/2026	(1,855,000.00)	-	1,855,000.00
637639AL9	NATIONAL SECURITIES CLEARING CORP	(555,000.00)	(555,000.00)	Maturity	6/26/2026	6/26/2026	6/26/2026	(555,000.00)	-	555,000.00
67066GAR5	NVIDIA CORP	1,225,000.00	1,225,000.00	Buy	6/15/2026	6/18/2026	6/15/2031	1,222,672.50	-	(1,222,672.50)
67066GAR5	NVIDIA CORP	850,000.00	850,000.00	Buy	6/15/2026	6/18/2026	6/15/2031	848,385.00	-	(848,385.00)
69371RU53	PACCAR FINANCIAL CORP	600,000.00	600,000.00	Buy	6/16/2026	6/18/2026	6/18/2029	599,250.00	-	(599,250.00)
69371RU53	PACCAR FINANCIAL CORP	425,000.00	425,000.00	Buy	6/16/2026	6/18/2026	6/18/2029	424,468.75	-	(424,468.75)
91282CBL4	UNITED STATES TREASURY	(450,000.00)	(450,000.00)	Sell	6/17/2026	6/18/2026	2/15/2031	(392,871.09)	(1,720.13)	394,591.22
91282CBL4	UNITED STATES TREASURY	(800,000.00)	(800,000.00)	Sell	6/17/2026	6/18/2026	2/15/2031	(698,437.50)	(3,058.01)	701,495.51
91282CEF4	UNITED STATES TREASURY	(300,000.00)	(300,000.00)	Sell	6/3/2026	6/4/2026	3/31/2027	(296,730.47)	(1,331.97)	298,062.44
91282CEN7	UNITED STATES TREASURY	(175,000.00)	(175,000.00)	Sell	6/3/2026	6/4/2026	4/30/2027	(173,222.66)	(457.71)	173,680.37
91282CET4	UNITED STATES TREASURY	(3,950,000.00)	(3,950,000.00)	Sell	6/3/2026	6/4/2026	5/31/2027	(3,900,162.11)	(1,133.20)	3,901,295.31
91282CET4	UNITED STATES TREASURY	(1,200,000.00)	(1,200,000.00)	Sell	6/3/2026	6/4/2026	5/31/2027	(1,184,859.38)	(344.26)	1,185,203.64
91282CJQ5	UNITED STATES TREASURY	5,750,000.00	5,750,000.00	Buy	6/3/2026	6/4/2026	12/31/2030	5,640,166.01	92,325.62	(5,732,491.63)
91282CJQ5	UNITED STATES TREASURY	(600,000.00)	(600,000.00)	Sell	6/17/2026	6/18/2026	12/31/2030	(589,664.06)	(10,504.14)	600,168.20
91282CJQ5	UNITED STATES TREASURY	3,750,000.00	3,750,000.00	Buy	6/3/2026	6/4/2026	12/31/2030	3,678,369.14	60,212.36	(3,738,581.50)
91282CKT7	UNITED STATES TREASURY	(425,000.00)	(425,000.00)	Sell	6/17/2026	6/18/2026	5/31/2029	(429,449.22)	(940.57)	430,389.79
91282CKV2	UNITED STATES TREASURY	(1,315,000.00)	(1,315,000.00)	Sell	6/3/2026	6/4/2026	6/15/2027	(1,323,835.16)	(28,571.45)	1,352,406.61
91282CKX8	UNITED STATES TREASURY	(600,000.00)	(600,000.00)	Sell	6/17/2026	6/18/2026	6/30/2029	(602,203.12)	(11,904.70)	614,107.82
91282CNL1	UNITED STATES TREASURY	(1,750,000.00)	(1,750,000.00)	Sell	6/3/2026	6/4/2026	6/30/2027	(1,746,240.23)	(28,099.10)	1,774,339.33
---	---	1,426,393.72	1,426,393.72					1,467,030.12	64,472.74	(1,531,502.86)

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details.

* As such, these reports are subject to change even after the other reports on the website have been locked down.

* While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

SMCTA – Glossary of Terms

Accrued Interest - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

Amortized Cost - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

Book Yield - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

Average Credit Rating - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

Convexity - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate

Credit Rating - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

Duration - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

Income Return - The percentage of the total return generated by the income from interest or dividends.

Original Cost - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to

Par Value - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

Price Return - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

Short-Term Portfolio - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

Targeted-Maturities Portfolio - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

Total Return - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

Unrealized Gains/(Loss) - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

Weighted Average Life (WAL) - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

Yield - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

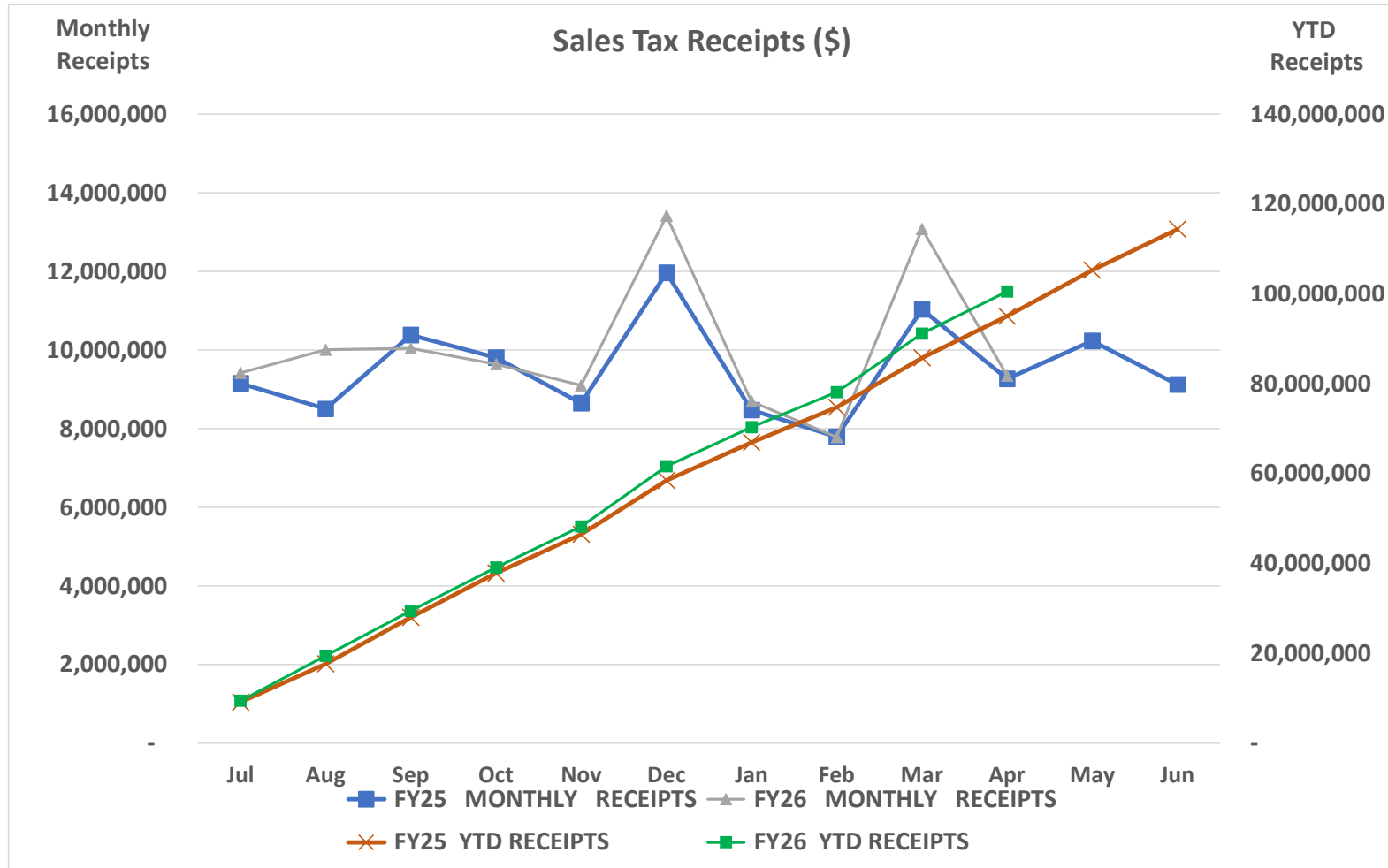
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

Yield to Maturity at Market (YTM @ Market) - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

Years to Effective Maturity – The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

Years to Final Maturity - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2026
Measure A Sales Tax
Jun-26**



* Sales tax receipts are received and reconciled two months in arrears
with a quarterly true up by the State of California also two months in arrears

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
MONTHLY PAYMENTS
June 2026

Unit	Ref	Name	Amount	Method	Description
SMCTA	000347	HANSON BRIDGETT LLP	21,265.50	WIR	Operating Expenses
SMCTA	000348	SAN MATEO COUNTY TRANSIT DISTRICT	1,951,418.47	WIR	Operating Expenses
SMCTA	000722	SOUTHWEST STRATEGIES LLC	787.50	ACH	Operating Expenses
SMCTA	000726	POLITICO GROUP, INC	7,000.00	ACH	Operating Expenses
SMCTA	000731	SAN MATEO CHAMBER OF COMMERCE	495.00	ACH	Operating Expenses
SMCTA	000732	SOUTHWEST STRATEGIES LLC	2,618.75	ACH	Operating Expenses
SMCTA	000733	PEN MEDIA	1,005.00	ACH	Operating Expenses
SMCTA	000737	POLITICO GROUP, INC	7,000.00	ACH	Operating Expenses
SMCTA	000738	KADESH & ASSOCIATES, LLC	6.00	ACH	Operating Expenses
SMCTA	000738	KADESH & ASSOCIATES, LLC	8,057.00	ACH	Operating Expenses
SMCTA	001203	HALF MOON BAY COASTSIDE CHAMBER OF COMME	1,800.00	CHK	Operating Expenses
SMCTA	001210	THRIVE ALLIANCE	1,000.00	CHK	Operating Expenses
SMCTA	001214	CITY OF EAST PALO ALTO	1,500.00	CHK	Operating Expenses
SMCTA	001215	GREATER DALY CITY CHAMBER OF COMMERCE	350.00	CHK	Operating Expenses
SMCTA	001219	COASTPRIDE, INC.	2,000.00	CHK	Operating Expenses
SMCTA	000346	HANSON BRIDGETT LLP	3,315.00	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	904.50	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	1,581.00	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	102.00	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	969.00	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	1,683.00	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	153.00	WIR	Capital Programs (1)
SMCTA	000346	HANSON BRIDGETT LLP	204.00	WIR	Capital Programs (1)
SMCTA	000723	PENINSULA TRAFFIC CONGESTION RELIEF	894,708.03	ACH	Capital Programs (2)
SMCTA	000723	PENINSULA TRAFFIC CONGESTION RELIEF	32,114.01	ACH	Capital Programs (2)
SMCTA	000724	WSP USA INC.	11,501.01	ACH	Capital Programs (3)
SMCTA	000724	WSP USA INC.	1,272.79	ACH	Capital Programs (3)
SMCTA	000725	JACOBS ENGINEERING GROUP INC.	63,331.47	ACH	Capital Programs (4)
SMCTA	000725	JACOBS ENGINEERING GROUP INC.	38,180.54	ACH	Capital Programs (4)
SMCTA	000727	MENLO PARK, CITY OF	213,774.90	ACH	Capital Programs (5)
SMCTA	000728	KIMLEY-HORN AND ASSOCIATES, INC.	109,143.71	ACH	Capital Programs (6)
SMCTA	000729	AECOM TECHNICAL SERVICES, INC.	72,365.07	ACH	Capital Programs (7)
SMCTA	000730	ARUP US, INC	72,718.96	ACH	Capital Programs (8)
SMCTA	000734	KIMLEY-HORN AND ASSOCIATES, INC.	55,009.16	ACH	Capital Programs (9)
SMCTA	000735	ARUP US, INC	16,945.80	ACH	Capital Programs (10)
SMCTA	000736	WILLIAM R. GRAY AND COMPANY, INC.	7,576.32	ACH	Capital Programs (11)
SMCTA	000739	JACOBS ENGINEERING GROUP INC.	25,251.21	ACH	Capital Programs (12)
SMCTA	000739	JACOBS ENGINEERING GROUP INC.	8,145.06	ACH	Capital Programs (12)
SMCTA	000740	AECOM TECHNICAL SERVICES, INC.	124,853.01	ACH	Capital Programs (13)
SMCTA	000740	AECOM TECHNICAL SERVICES, INC.	1,973.51	ACH	Capital Programs (13)
SMCTA	000741	HDR ENGINEERING, INC.	20,847.13	ACH	Capital Programs (14)
SMCTA	000742	FEHR & PEERS	20,315.68	ACH	Capital Programs (15)
SMCTA	000742	FEHR & PEERS	63,725.96	ACH	Capital Programs (15)
SMCTA	001204	HALF MOON BAY, CITY OF	6,030.00	CHK	Capital Programs (16)
SMCTA	001204	HALF MOON BAY, CITY OF	1,805.23	CHK	Capital Programs (16)
SMCTA	001204	HALF MOON BAY, CITY OF	41,681.84	CHK	Capital Programs (16)
SMCTA	001205	REDWOOD CITY, CITY OF	1,172,835.03	CHK	Capital Programs (17)
SMCTA	001206	SAN MATEO COUNTY COMM COLLEGE DISTRICT	63,392.91	CHK	Capital Programs (18)
SMCTA	001207	SAN MATEO COUNTY OFFICE OF EDUCATION	39,238.08	CHK	Capital Programs (19)
SMCTA	001208	SAN MATEO, CITY OF	322,754.00	CHK	Capital Programs (20)
SMCTA	001209	SOUTH SAN FRANCISCO, CITY OF	12,084.65	CHK	Capital Programs (21)
SMCTA	001209	SOUTH SAN FRANCISCO, CITY OF	317,540.41	CHK	Capital Programs (21)
SMCTA	001211	TOWN OF COLMA	38,567.93	CHK	Capital Programs (22)
SMCTA	001211	TOWN OF COLMA	426,519.67	CHK	Capital Programs (22)
SMCTA	001212	VEOLIA WATER WEST OPERATING SERVICES, IN	727.94	CHK	Capital Programs (23)
SMCTA	001216	PORT OF REDWOOD CITY	17,392.50	CHK	Capital Programs (24)
SMCTA	001217	SOUTH SAN FRANCISCO, CITY OF	47,563.79	CHK	Capital Programs (25)
SMCTA	001218	TOWN OF COLMA	16,352.78	CHK	Capital Programs (26)
SMCTA	001220	TOWN OF COLMA	8,224.66	CHK	Capital Programs (27)

\$ 6,401,679.47

(1)	3,315.00	Highway Oversight	(13)	124,853.01	Moss Beach-SR1 Cong& Safe Im
	904.50	101 Managed Lanes (Nof I-380)		1,973.51	101 Interchange to Broadway
	1,581.00	ACR Oversight		<u>\$ 126,826.52</u>	
	102.00	Railroad Grade Sep Oversight	(14)		101 Interchange to Broadway
	969.00	Measure W RTC Oversight	(15)	20,315.68	Highway Oversight
	1,683.00	TA-Caltrain Project Oversight		63,725.96	Strategic Plan 25-29 TechAssis
	153.00	Pedestrian & Bicycle Oversight		<u>\$ 84,041.64</u>	
	204.00	Ferry Oversight	(16)	6,030.00	Ped/Bike Cycle 7 FY25/26
	<u>\$ 8,911.50</u>			1,805.23	ACR/TDM Cycle 2
(2)	894,708.03	Shuttles FY26-27 Funding		41,681.84	Hwy 1 Main-Kehoe HMB
	32,114.01	Ped/Bike Cycle 7 FY25/26		<u>\$ 49,517.07</u>	
	<u>\$ 926,822.04</u>		(17)		Ped/Bike Cycle 6 - FY 23/24
(3)	11,501.01	Highway Oversight	(18)		Shuttles FY24-25 Funding
	1,272.79	US 101 SM County Crossing	(19)		Safe Routes to School
	<u>\$ 12,773.80</u>		(20)		SR92 El Camino Real Ramp
(4)	63,331.47	Shuttle Study Reso 2025-13	(21)	12,084.65	ACR/TDM Cycle 2
	38,180.54	Measure A Reauthorization		317,540.41	J.Serra & I-280/Westborough IC
	<u>\$ 101,512.01</u>			<u>\$ 329,625.06</u>	
(5)		Ped/Bike Cycle 6 - FY 23/24	(22)	38,567.93	Ped/Bike Cycle 7 FY25/26
(6)		Ped/Bike Cycle 6 Fash Isl/19th		426,519.67	ECR Bike & Ped Improvement
(7)		101 Managed Lanes (Nof I-380)		<u>\$ 465,087.60</u>	
(8)		HMB Highway 1 Corridor Study	(23)		101 Interchange to Willow
(9)		Ped/Bike Cycle 6 Fash Isl/19th	(24)		RWC Ferry PE/ENV
(10)		Strategic Plan 25-29 TechAssis	(25)		Ped/Bike Cycle 6 - FY 23/24
(11)		US 101/SR 92 Direct Connector	(26)		Ped/Bike Cycle 6 - FY 23/24
(12)	25,251.21	Railroad Grade Sep Oversight	(27)		ACR/TDM FY23 & FY24 Cycle
	8,145.06	Measure A Reauthorization			
	<u>\$ 33,396.27</u>				

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of June 30, 2026

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$26,952,732
San Mateo County/SFO BART Extension	2,395,798
Accessible Services	4,791,597
Total	\$34,140,128

Measure A Categories	Expenses
Transit	
Caltrain	1,245,191
Local Shuttle	4,509,285
Ferry Service	125,273
Dumbarton	0
Highways	9,541,495
Grade Separations	3,728,168
Pedestrian and Bicycle	2,263,618
Alternative Congestion Relief	1,109,346
Regional Transit Connections	520,823
Administrative Overhead	585,802
Oversight (Measure A Interest Fund)	3,251,324
Total	\$26,880,323

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$12,066,974
Total	\$12,066,974

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$20,737,645
Transportation Demand Management	795,215
Grade Separation	0
Pedestrian and Bicycle	2,972,495
Regional Transit Connections	0
Local Safety&Congestion Relief	0
Administrative Overhead	331,622
Oversight (Measure W Interest Fund)	114,523
Total	\$24,951,501

Original Measure Categories	Expenses
Caltrain	0
Highways	15,001,294
Grade Separations	28,552
Total	\$15,029,846

Other Uses	Expenses
US 101 Express Lanes - Other (Equity Program/Other Contract)	\$0
Total	\$0

Note:

Administrative Overhead consists of Agency Indirect Administrative costs and Capital Administrative costs.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

Subject: **Approving and Ratifying the Fiscal Year 2027 Insurance Program**

Action

Staff proposes that the Board of Directors (Board) approve and ratify the San Mateo County Transportation Authority's (SMCTA) Insurance Program for Fiscal Year 2027 (FY27) at a total premium cost of \$284,510, inclusive of the following:

- Primary and Excess Commercial General Liability policies with combined single limits for bodily injury and property damage in the amount of \$11 million and a \$100,000 self-insured retention (SIR) for an annual premium of \$236,949; and
- Public Officials Liability insurance with policy limits of \$3 million and a \$50,000 SIR for an annual premium of \$47,561.

Significance

SMCTA's insurance program is comprised of \$11 million in combined Primary and Excess Commercial General Liability insurance and \$3 million in Public Officials Liability insurance.

SMCTA's lead General Liability insurer, Allied Public Risk, replaced Chubb as SMCTA's lead carrier with limits of \$5 million for a premium of \$159,564. Allied World, SMCTA's second excess liability carrier, is renewing its \$6 million limit policy for a premium of \$77,385. The overall combined General Liability premiums of \$236,949 for FY27 are two percent lower than SMCTA's FY26 premiums of \$242,654. SMCTA will retain its \$11 million in General Liability insurance and its \$100,000 SIR in FY27.

SMCTA's Public Officials Liability coverage will renew with no change in coverage with approximately 15 percent lower premiums at \$47,561.

The net result of the changes for FY27 is a 4.6 percent decrease in the cost of SMCTA's insurance program.

Insurance Program Components	FY26	FY27	Variance
Primary and Excess Commercial General Liability	\$242,653	\$236,949	(\$5,704)
Public Officials Liability	\$55,727	\$47,561	(\$8,166)
Total	\$298,380	\$284,510	(\$13,870)

Budget Impact

Funds for the insurance program are included in SMCTA's FY27 Adopted Budget.

Background

The combined single limit for bodily injury and property damage in FY27 will be comprised of a \$5 million Primary Commercial General Liability policy plus \$6 million in Excess Liability insurance for a total of \$11 million in general liability coverage that is subject to a \$100,000 SIR. As in the past, the Public Officials Liability policy limit of \$3 million is in excess of a \$50,000 SIR.

SMCTA also remains a named insured and is afforded coverage under the San Mateo County Transit District's (District) insurance program that is in excess of SMCTA's own dedicated insurance policies. With dedicated coverage, SMCTA is able to take advantage of much lower retentions and deductibles than when it was only part of the District's program. Additionally, coverage under SMCTA's insurance program is specifically designed to cover SMCTA's operations and is not shared with any other entity.

Prepared By: Marshall Rush Insurance and Claims Administrator 650-508-7742

Resolution No. 2026-

**Board of Directors, San Mateo County Transportation Authority
State of California**

* * *

Approving and Ratifying the Fiscal Year 2027 Insurance Program

Whereas, the Executive Director of the San Mateo County Transportation Authority (SMCTA) has approved an insurance program for Fiscal Year 2027 (FY27) with premiums totaling \$284,510; and

Whereas, in conjunction with the expiration of SMCTA's existing insurance program on June 30, 2026, SMCTA staff renewed its insurance program for FY27 based on the plan approved by the Executive Director, with the following significant elements:

1. Primary and Excess Commercial General Liability policies with combined single limits for bodily injury and property damage of \$11 million and a \$100,000 self-insured retention (SIR) for an annual premium of \$236,949;
2. Public Officials Liability insurance with policy limits of \$3 million and a \$50,000 SIR for an annual premium of \$47,561; and

Whereas, SMCTA also is a named insured and afforded coverage under the San Mateo County Transit District's insurance program in excess of SMCTA's dedicated insurance policies; and

Whereas, staff recommends that the Board of Directors approve and ratify the renewal of SMCTA's insurance program for FY27, as delineated above.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transportation Authority hereby approves and ratifies the renewal of SMCTA's insurance program for FY27, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 3rd day of September, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Programming and Allocating \$4,100,000 in New Measure A Interest Income Funds and Awarding \$8,100,000 Under the 101 Corridor Connect Kickstart Mini-Grant Program for 11 Projects**

Action

Staff proposes the Board of Directors (Board):

1. Program and allocate \$4.1 million in New Measure A Interest Income Funds to the 101 Corridor Connect Kickstart Mini-Grant Program (Mini-Grant Program);
2. Award a total of \$8.1 million in 101 Corridor Connect Kickstart Mini-Grant Program funding to the 11 projects shown in Exhibit A; and
3. Authorize the Executive Director, or designee, to execute agreements and take any other actions necessary to give effect to these actions.

Significance

In June 2026, the San Mateo County Transportation Authority (SMCTA) issued a Call for Projects for the new 101 Corridor Connect Kickstart Mini-Grant Program (Mini-Grant Program). The Mini-Grant Program initially offered \$4 million in funding for planning, community engagement, and conceptual design work to advance 101 Corridor Connect priority projects. A total of 13 applications were received, 12 of which are eligible for funding. The one ineligible proposal was submitted by the City of Brisbane, which cannot be funded by the Mini-Grant Program because the proposed scope of work extends beyond initial concept design and community engagement activities. Additionally, SMCTA received a joint application from San Mateo County and Atherton for improvements along Marsh Road, as well as a separate Marsh Road application from Menlo Park. Recognizing the opportunity for a coordinated, multijurisdictional approach, SMCTA staff worked with all three agencies to combine the proposals into a single \$1 million project.

Staff evaluated the 11 eligible proposals based on several factors, including if the projects are identified as a priority in more than one SMCTA adopted plan, if they provide benefits to state-designated disadvantaged communities to align with regional and state funding opportunities, and if they are multijurisdictional efforts.

At the August 2026 SMCTA Board meeting, staff presented two funding options for consideration. The SMCTA Board unanimously supported moving forward with the option to provide an additional \$4.35 million in New Measure A Interest Income to fund all 11 projects, shown in Exhibit A.

Following the Board meeting, staff worked with the City of San Mateo to adjust the project scope for the Hillsdale Boulevard/United States (U.S.) 101 Separated Overcrossing Feasibility Assessment to focus on technical analysis and reduced their request by \$150,000 since engagement would be combined with the larger Hillsdale Complete Streets Multimodal Corridor Study. This results in a total additional funding amount of \$4.1 million needed to fund the 11 recommended projects. The table on the following page summarizes the proposed funding.

Updated 101 Corridor Connect Kickstart Mini-Grant Program Funding

Mini-Grant Program Advertised Funding	\$4,000,000
Additional New Measure A Interest Income Funds	\$4,100,000
Updated Total 101 Corridor Connect Mini-Grant Program Funding	\$8,100,000

Budget Impact

Pursuant to Resolution No. 2026-09, the Board programmed and allocated \$4 million in New Measure A Interest Income funds to the Mini-Grant Program. There are sufficient Fiscal Year (FY) 2027 New Measure A Interest Income funds available to provide the additional \$4.1 million requested.

Background

SMCTA and partners across the county envision the U.S. 101 as an interconnected corridor that serves all travelers in San Mateo County, regardless of how they choose to travel. To meet this vision, SMCTA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond relying only on freeway mainline improvements.

The Program builds on the California Department of Transportation's (Caltrans) U.S. 101 South Comprehensive Multimodal Corridor Plan (CMCP), which takes a holistic look at congestion, and multimodal travel while reducing emissions. The CMCP outlines goals and identifies a wide range of potential projects in San Francisco, San Mateo, and Santa Clara Counties along the U.S. 101 Corridor, but it does not set priorities for implementation. The

101 Corridor Connect Program was initiated to fill this gap in prioritizing projects for implementation. The Program's effort to identify and prioritize projects within San Mateo County will help to maximize eligibility for state-level funding opportunities and help to identify and prioritize projects that are supported by local communities through extensive engagement. The 101 Corridor Connect Program is focused on four primary goals: safety, connectivity, sustainability, and inclusivity. All initiatives under the Program are based on these same goals.

The North, Mid, and South County Multimodal Strategies and Active 101 Plan, are now approved local CMCPs, making all listed projects eligible for the Senate Bill 1 Solutions for Congested Corridors Program funding.

Prepared By: Sue-Ellen Atkinson, AICP

Manager, Planning and
Fund Management

650-508-6211

Resolution No. 2026-

**Board of Directors, San Mateo County Transportation Authority
State of California**

* * *

**Programming and Allocating \$4,100,000 in New Measure A Interest Income Funds and
Awarding \$8,100,000 Under the 101 Corridor Connect Kickstart Mini-Grant Program for
11 Projects**

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (SMCTA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

Whereas, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by SMCTA of the half-cent sales tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

Whereas, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by SMCTA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

Whereas, the SMCTA Board of Directors (Board) adopted SMCTA's Strategic Plan 2025-2029 on December 5, 2024, pursuant to Resolution No. 2024-22, to update and address the requirements of Measures A and W, including direction to continue to implement the 101 Corridor Connect Program; and

Whereas, the plans adopted as part of the 101 Corridor Connect Program will serve as San Mateo County's local Comprehensive Multimodal Corridor Plans, which will make the included priority projects eligible for the Senate Bill 1 Solutions for Congestion Corridors Program funding to better leverage local transportation sales tax funding with state grant programs; and

Whereas, the Board directed staff to establish the 101 Corridor Connect Kickstart Mini-Grant Program (Mini-Grant Program) to support initial planning for 101 Corridor Connect priority projects, and programmed and allocated \$4,000,000 in New Measure A Interest Income funds for the Mini-Grant program; and

Whereas, in June 2026 the SMCTA issued a Call for Projects (CFP) for the Mini-Grant Program with up to \$4,000,000 in funding available, and the CFP yielded 13 applications from 13 sponsors totaling \$8,650,000 in requested funding; and

Whereas, staff evaluated the applications received through the CFP and determined that 12 applications were eligible for funding; and

Whereas, one application was determined to be ineligible because its proposed scope of work extends beyond the program's intended focus on conceptual design and community engagement activities, and two separate applications submitted for improvements along the same corridor were combined into a single project, resulting in 11 recommended projects; and

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Whereas, based on guidance received from the Board at its August 2026 meeting, staff recommends that the Board program and allocate an additional \$4,100,000 in New Measure A Interest Income funds for a total of \$8,100,000 to fund 11 Mini-Grant Program projects.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Programs and allocates \$4,100,000 in New Measure A Interest Income funds for the 101 Corridor Connect Kickstart Mini-Grant Program;
2. Awards \$8,100,000 in funding to 11 projects as identified in Exhibit A for the 101 Corridor Connect Kickstart Mini-Grant Program.

Be it Further Resolved that the Board of Directors authorizes the Executive Director, or designee, to take any steps that may be necessary to give effect to this resolution.

Regularly passed and adopted this 3rd day of September, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Exhibit A. 2026 101 Corridor Connect Mini-Grant Program Final Program

Sponsor Agency	Project Name	Requested Amount	SMCTA Technical Assistance	Multijurisdictional Effort	Multimodal Strategy	Active 101 Priority Project	Benefits SB535 Community	Prior Work Completed	Final Funding Recommendation
Belmont	Old County Road Complete Streets ¹	\$600,000			X				\$500,000
Brisbane	Geneva Avenue/Bayshore Boulevard Intersection to US 101 Candlestick Point Interchange ²	\$750,000			X			X	\$0
East Palo Alto	Active 101 East Bayshore Road Project	\$500,000				X	X		\$500,000
Millbrae	Millbrae Avenue Bikeway Improvements ³	\$750,000	\$100,000		X	X			\$850,000
Redwood City, San Mateo County	Active 101 Bay Road Complete Streets Improvements	\$750,000	\$100,000	X		X	X		\$850,000
Redwood City	Maple Street Bicycle Improvements	\$500,000			X		X		\$500,000
San Bruno	SFO Bay Trail Gap Closure - Segment 1 (North/South Railroad Trail) and Segment 2 (San Bruno Avenue)	\$750,000	\$50,000		X	X	X		\$800,000
San Carlos	Old County Road Complete Streets ¹	\$750,000			X				\$500,000
San Mateo	Hillsdale /US 101 Separated Overcrossing Feasibility Assessment ⁴	\$750,000	\$100,000		X				\$600,000
San Mateo, Foster City	Hillsdale Boulevard Complete Streets Corridor Plan	\$1,000,000	\$100,000	X	X	X			\$1,100,000
San Mateo County, Atherton, Menlo Park	Marsh Road Complete Streets and Interchange Improvements ⁵	\$1,000,000	\$150,000	X	X				\$1,150,000
South San Francisco	Oyster Point/Gateway Blvd. Improvements	\$650,000	\$100,000		X	X	X		\$750,000
Totals									\$8,100,000

SMCTA Staff Notes and Proposed Conditions on Awards:

1. Old County Road is a single approved project in the Mid County Multimodal Strategy. SMCTA staff recommends providing up to \$1 million in total funding for the corridor, reducing the recommended awards for both Belmont and San Carlos.
2. The City of Brisbane's proposed scope of work is beyond initial concept design and community engagement activities, and is not recommended for funding under this program.
3. Initial application did not request SMCTA technical assistance. Following discussion with staff, SMCTA staff recommends providing technical assistance funding to coordinate effort with larger SFO Bay Trail Gap Closure effort.
4. Initial application requested \$750,000. Following discussion with staff, SMCTA staff recommends awarding \$500,000 for a reduced scope in alignment with coordinating this effort with the Complete Streets Corridor project.
5. This project combines two applications from San Mateo County/Atherton and Menlo Park into one coordinated multijurisdictional effort with requested SMCTA technical assistance.



BOARD OF DIRECTORS 2026

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CARLOS ROMERO

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: August 27, 2026
To: SMCTA Board of Directors
From: April Chan, Executive Director
Subject: Report of the Executive Director

United States (U.S) 101/State Route (SR) 92 Area Improvements Update

Construction of the short-term “Area Improvements” at the U.S 101/SR 92 interchange began in April 2025. Construction is progressing on roadway and ramp improvements at Hillsdale Boulevard, the Fashion Island Boulevard on-ramp, and the Mariner’s Island Boulevard off-ramp. Work continues on the eastbound SR 92 ramp to southbound U.S. 101, including replacement of the bridge barrier and resurfacing of the bridge deck.

At Hillsdale Boulevard, five of the eight curb ramps on the north side of East Hillsdale Boulevard have been removed and replaced. While the remaining three curb ramps are being completed, a temporary path has been installed to improve pedestrian access.

Completion of this project is anticipated in summer 2028. The California Department of Transportation (Caltrans) continues to provide construction notices to nearby residents and the traveling public through traffic advisories and project updates.

Utah Overcrossing

The City of South San Francisco (City) is advancing the Plans, Specifications, and Estimates (PS&E) phase of the Utah Avenue Overcrossing Project, formerly known as the U.S. 101/Produce Avenue Interchange Project. During the earlier environmental phase, the project was divided into two components:

- Four-Way Intersection Project - includes improvements at the Airport Boulevard/Produce Avenue/San Mateo Avenue intersection

- U.S. 101 Overpass - provides a new, multimodal east-west connection across U.S. 101 between the Utah Avenue/South Airport Boulevard intersection and San Mateo Avenue.

The project team has continued to advance roadway and structural design and is addressing Caltrans comments on 95 percent design plans. The right-of-way process is also underway, with continued coordination with PG&E and adjacent developments.

Design of the Four-Way Intersection Improvement Project is anticipated to be completed by Winter 2027, with the Utah Avenue Overcrossing design on track for completion in Fall 2028. The project is currently funded through final design. To date, the project has received \$2.7 million from SMCTA's Highway Program, along with a \$300,000 local match from the City of South San Francisco, and \$5 million in State Transportation Improvement Program (STIP) funds, for a total of \$8 million.

The City is working to identify funding for the right-of-way and construction phases of the project. If all funding is secured, the project would be put out to bid by early 2029.

Willow Rd Class IV Bikeway Project

The City of Menlo Park, in coordination with SMCTA and Caltrans, plans to make improvements for pedestrians, bicyclists, and transit riders along Willow Road (State Route 114), from Bayfront Expressway/State Route 84 to O'Keefe Street. The project will include Class IV separated bikeways, Class II bike lanes, high-visibility crosswalks and pedestrian refuge islands. The Project will also construct bus boarding islands to improve transit operations and add bicycle detection at signalized intersections.

The Project Approval and Environmental Documentation (PA&ED) phase was completed in July 2026 with Caltrans approval of the Project Report. The City of Menlo Park funded and led the conceptual design and environmental phase of the project. The final design phase will begin this Fall with technical assistance from SMCTA. The budget for the design phase is \$2.6 million and is funded with a \$1.6 million allocation from the Measure A/W Highway Program and a \$1 million local match from the City. This phase is anticipated to be complete by March 2028.

The project team is also applying for construction grants from the Active Transportation Program (ATP) and Safe Routes to Transit & the Bay Trail (SR2TBT) Program. The City of Menlo Park will apply for any remaining construction funding needs from SMCTA's next Highway Program call for projects in 2027.

Redwood Avenue Pedestrian Improvements Project Completion

In August 2025, the City of Redwood City completed the Redwood Avenue Pedestrian Improvements Project. This project was awarded \$2,000,000 in Measure W funds from Cycle 6 of the Pedestrian/Bicycle Program in December 2022. The project installed 10,800 linear feet of Americans with Disabilities Act (ADA)-compliant sidewalk with curbs, gutters, curb ramps, curb extensions, and speed humps. These improvements will increase safety and access to community facilities and neighborhood-serving retail. The total Measure W expenditure was

\$1,540,829 and the remaining funds will be returned to the Pedestrian/Bicycle Program category.

Broadway/Burlingame Grade Separation (BBGS): Updated Cost Estimate at 65 Percent Design

The Broadway at-grade crossing of the Caltrain right-of-way in the City of Burlingame (City) is the top-ranked crossing for grade separation on the California Public Utilities Commission's Grade Separation Priority List. The project is also part of SMCTA's pipeline of grade separation projects, along with the Linden and Scott crossings in South San Francisco and San Bruno.

In early 2025, an updated cost estimate for the BBGS Project reached \$862 million under the original design and Construction Manager/General Contractor (CM/GC) delivery approach, far exceeding the prior \$316 million estimate and available funding. At the Board's direction, the City and Peninsula Corridor Joint Powers Board (JPB) agreed to redesign the project to be more cost-effective, including removing the station and shoofly tracks from the scope, which brought early estimates down to \$615 million. In July 2025, the Board approved \$15.3 million, split amongst SMCTA, the City, and JPB, to redesign the most fundable alternative to 65 percent design.

Caltrain has now completed 65 percent design for the BBGS Project, with support from the CM/GC contractor and an independent estimator, providing a more refined understanding of project scope, schedule, and cost. The total project cost is now estimated at \$662 million, with the project anticipated to be shovel-ready in November 2028, contingent on funding availability. This estimate includes design, environmental, property needs, utilities, construction, project management, and other project delivery costs.

In June 2026, the Board programmed and allocated \$21.6 million in Measure A Grade Separation Program Category funds. On August 17, 2026, the City of Burlingame allocated \$2.4 million in local match. With these commitments, the Project's design phase (PS&E) is now fully funded, allowing the Project to advance from 65 percent to 100 percent final design. The cost estimate will continue to be refined as final design advances.

The cost increase from \$615 million to \$662 million primarily reflects changes in the project schedule and escalation assumptions rather than significant changes to the project design. These include the later construction start (from 2026 to 2028), a longer construction duration (from three years to four years), and a higher assumption for annual escalation (from 3.5 to 5 percent) reflecting current market conditions.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Peninsula Shuttle Program Optimization and Funding Strategy Update**

Action

No action is required. This item is being presented to the Board of Directors (Board) as information.

Significance

The San Mateo County Transportation Authority (SMCTA), in partnership with Commute.org, San Mateo County Transit District (SamTrans), and the City/County Association of Governments of San Mateo County (C/CAG), is advancing the Peninsula Shuttle Program Optimization and Funding Strategy (Strategy). The Strategy is intended to develop a sustainable funding and service framework for Fiscal Years 2028 through 2033 to align with next seven-year SamTrans long term shuttle operations contract.

The Strategy is being developed in coordination with both a Technical Working Group comprised of program partners, and a Stakeholder Working Group, comprised of one technical representative and one executive representative from each jurisdiction in San Mateo County. Participation by local jurisdictions and the applicable representatives have been required to receive future Measure A Shuttle Program funding as part of this effort. Workshops with both groups were designed to ensure continuous engagement, transparency, and consensus-building throughout the process.

To identify the full range of shuttle needs in the County and to help to determine shuttle program capacity in future years, staff released a Shuttle Route Nomination request to local sponsors in early May 2026, with nominations due mid-June 2026. Staff received 23 nominations spanning 13 jurisdictions and unincorporated communities, including 16 existing routes applying for continuation and five new routes.

At the August 2026 Board meeting, staff received Board input on the program evaluation criteria which was then used to score the submitted routes. The ranked list of shuttle routes is included as Exhibit A to this staff report. Utilizing the ranked list of nominated shuttle routes, the project team evaluated potential program capacity against funding scenarios developed with varying levels of required local sponsor matching funds. Staff held the fourth and final

Strategy Workshop with stakeholders on August 14, 2026, to share the ranking results against the various program capacity options and to assess stakeholder input on local match options.

Staff will present a presentation on the Strategy and request Board direction for the Shuttle Program on the following items:

- Required Local Match
 - Program capacity is based on varying levels of required local match funding, including stakeholder feedback
 - Staff recommendation: Require 10 percent local match funding for all funded routes
- Funding Agreement Term
 - Options to approach the shuttle operations agreement and local funding agreement terms to allow for a shorter term for funding agreements
 - Staff recommendation: SMCTA will have a long-term contract with SamTrans provide backstop funding if minimum service levels are not met
 - SMCTA will have shorter three-year funding agreements with local sponsors
- Vehicle Procurement Approach
 - Assessment of increased program capacity if capital equipment is procured separately
 - Staff recommendation: SMCTA provides funding from New Measure A Interest Income for shuttle vendor to purchase shuttles

Based on Board direction, SMCTA staff will work with the SamTrans Bus Contracts and Contracts and Procurement teams to finalize the Request for Proposals (RFP) for shuttle operations. A request for proposals is expected to be released this fall. The SMCTA Board should expect to program the next round of Shuttle awards in Spring 2027 following the confirmation of securing a new vendor and finalizing the new operating rate.

Budget Impact

There is no budget impact associated with this item.

Background

The Peninsula Shuttle Program provides first- and last-mile connections between Caltrain stations, jobs, and key destinations throughout San Mateo County. The shuttles link to a diverse range of destinations including regional transit stations, essential services, educational institutions, healthcare facilities, business districts, industrial areas, residential communities, and recreational spaces across multiple cities and neighborhoods.

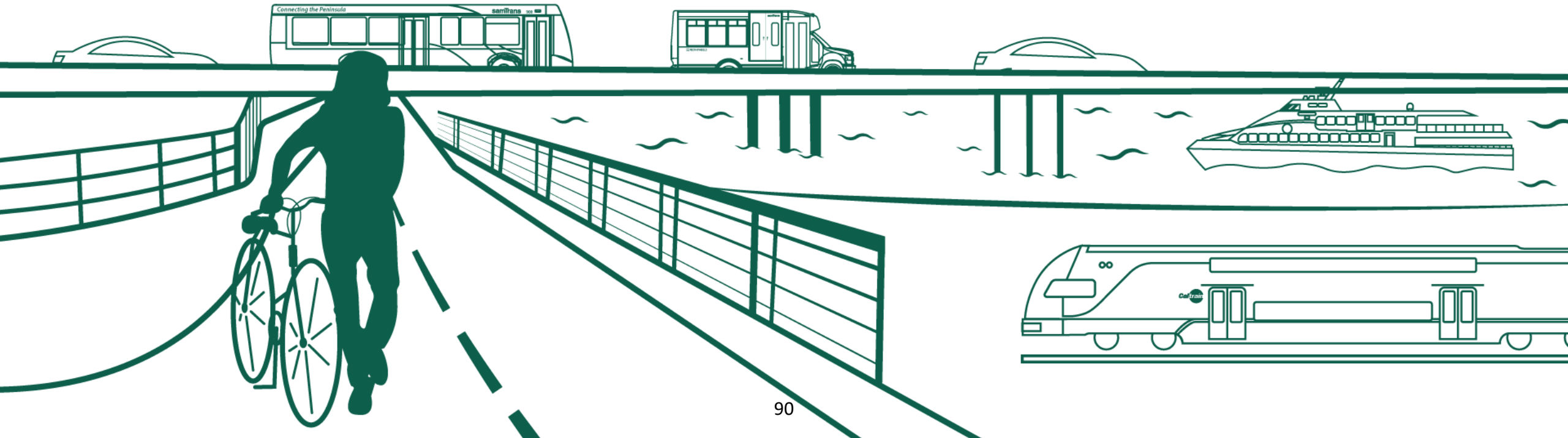
The program is primarily funded by the SMCTA's Measure A tax funds (four percent of Measure A funds, approximately \$4-5 million annually), with supplemental funding from C/CAG's Congestion Relief Program. There are required local match contributions from participating cities, agencies, or business consortiums. The Peninsula Shuttle Program is administered by Commute.org, SamTrans, and local jurisdictions.

Prepared By:	Sue-Ellen Atkinson AICP	Manager, Planning and Fund Management	650-508-6211
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Peninsula Shuttle Program Optimization & Funding Strategy - Update

Board of Directors – September 3, 2026



Agenda

- Background and Workshop Summaries
- Shuttle Route Nominations and Scoring
- Funding Scenarios
- Monitoring and Performance Metrics
- Board Direction



Today's Board Feedback

- Required Local Match
- Agreement Term
- Vehicle Procurement



Background and Workshop Summaries



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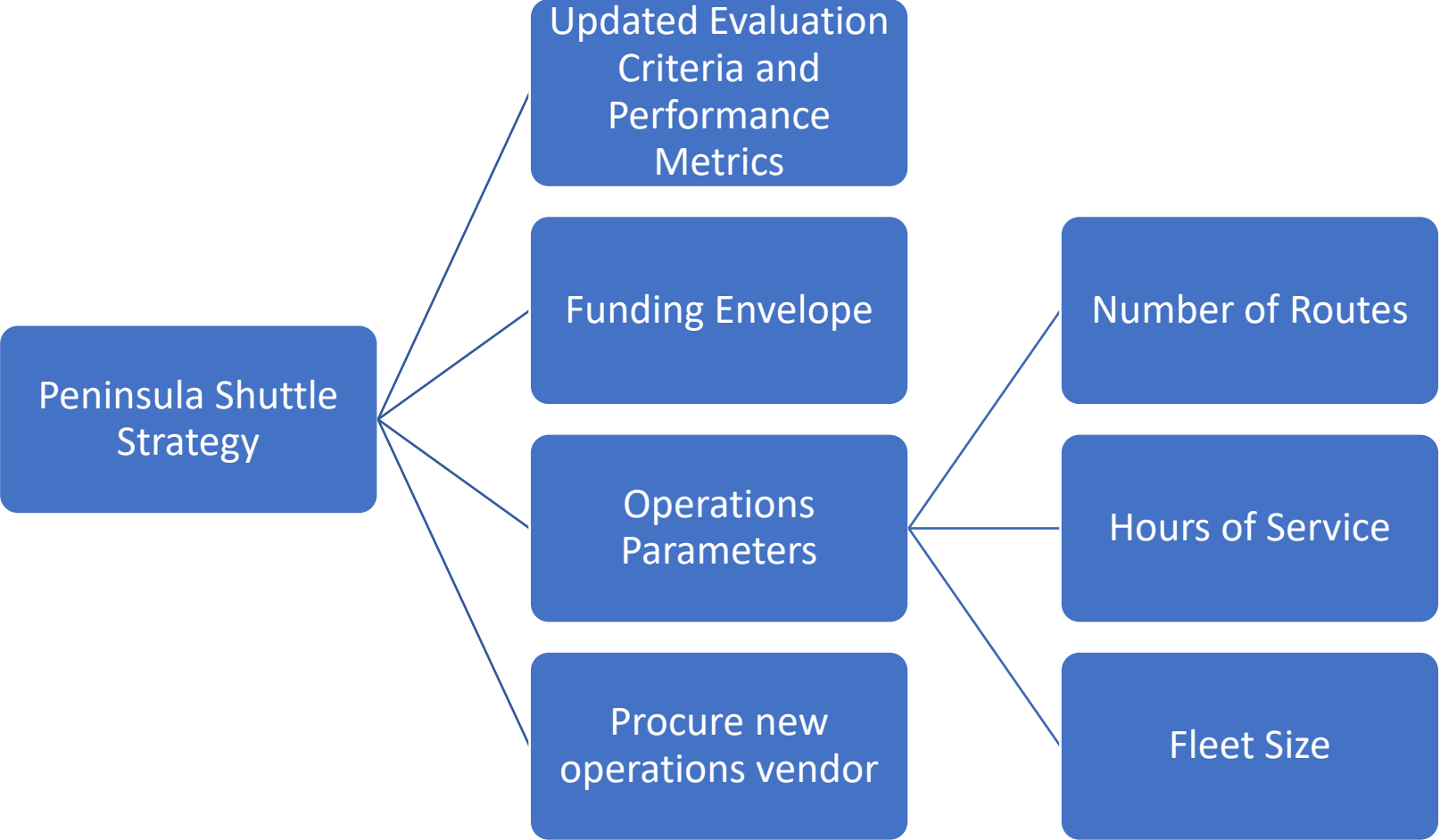


Program Challenges

- Shuttle operating costs are set to drastically increase
- SMCTA and C/CAG funding is currently fixed
- SamTrans master shuttle contract requires a multiyear commitment
- SMCTA and other funding partners cannot fill the funding deficit to maintain current shuttle service in future years



Strategy Outcomes



Stakeholder Input

Working Group

- Purpose: Preview materials for Workshop
- Attendees: SMCTA, C/CAG, Commute.org, SamTrans
- Meeting frequency: At four key milestones in the strategy

Stakeholder Workshops

- Purpose: Review findings and building consensus
- Attendees: Technical and executive representatives from each city/agency
- Meeting frequency: At four key milestones during strategy development process



Workshop Summary

Workshop 1

- Study background
- Existing conditions

Workshop 2

- Shuttle Program Vision & Goals
- Program Policies

Workshop 3

- Funding Scenarios
- Local match preferences

Workshop 4

- Shuttle Nominations and Scoring
- Funding Scenarios
- Monitoring and Performance Metrics



Prior Board Update

- **Financial Assessment:** Evaluated impact of various local match scenarios on program capacity.
- **Program Needs:** Assessed transit need, demographics, and travel patterns to assist sponsors in revising routes and assess nominated routes.
- **Evaluation Criteria:** Confirmed metrics to evaluate submitted routes and weights for each criteria.



Shuttle Route Nominations and Scoring Results



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Shuttle Route Nomination Overview



23 shuttle route nominations received, covering **13** jurisdictions/unincorporated communities



16 existing routes*, **5** new routes, **2** adjusted existing routes

*6 current routes not submitted



16 commuter, **7** community



Board-Supported Evaluation Criteria

Goal	Weight
Local Mobility Options Improve local mobility options for residents & support first/last mile connections to key community destinations	25%
Regional Transit Connections Improve regional mobility options for commuters by supporting first/last mile connections between employment centers and regional transit hubs	25%
Ridership Operate cost-effective service with sustained ridership that aligns with demand and funding	15%
Equitable Access Provide mobility services to advance equity and reduce access barriers for transit-reliant populations	20%
Transportation Network Coverage Provide mobility service to fill operational gaps in the regional transportation network	15%



City	Route	Type	Existing/ New	Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
North Fair Oaks	North Fair Oaks Community Shuttle	Community	New	73.8	4
Daly City	Bayshore Shuttle	Community	New	72.8	5
Burlingame	Millbrae Burlingame Commuter	Commuter	Existing	68.2	6
South San Francisco	South City Shuttle - West	Community	Altered	66.0	7
Redwood City	RWC Seaport Centre	Commuter	Existing	65.1	8
Foster City	Foster City Commuter	Commuter	Existing	65.0	9
Millbrae	Millbrae Community Shuttle	Community	New	63.8	10
Brisbane	Brisbane Crocker Park	Commuter	Existing	62.8	11
North Foster City	North Foster City	Commuter	Existing	62.4	12
South San Francisco	Utah-Grand Caltrain	Commuter	Existing	61.2	13
Burlingame	Burlingame Bayside	Commuter	Existing	60.2	14
Redwood City	Redwood LIFE Caltrain	Commuter	Existing	59.8	15
Burlingame	Burlingame Point	Commuter	Existing	57.7	16
South San Francisco	Utah-Grand BART	Commuter	Existing	57.6	17
South San Francisco	Oyster Point Caltrain	Commuter	Existing	56.2	18
Menlo Park	Marsh Road	Commuter	Altered	55.2	19
Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

Local Match and Program Capacity



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Establishing Program Capacity



Rank routes by score



Estimate route costs (service hours & vehicles)



Calculate available funding (SMCTA, C/CAG & different match funds)



Compare route costs to available funding



Match Options & Estimated Program Capacity

Local Match	Estimated Program Capacity
25% Match	11 – 15 Routes
10% Match	10 – 12 Routes
5% community / 10% commuter	9 – 11 Routes
0% Match	9 – 10 Routes



25% Match

8 -13 shuttles not funded

				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
North Fair Oaks	North Fair Oaks Community Shuttle	Community	New	73.8	4
Daly City	Bayshore Shuttle	Community	New	72.8	5
Burlingame	Millbrae Burlingame Commuter	Commuter	Existing	68.2	6
South San Francisco	South City Shuttle - West	Community	Altered	66.0	7
Redwood City	RWC Seaport Centre	Commuter	Existing	65.1	8
Foster City	Foster City Commuter	Commuter	Existing	65.0	9
Millbrae	Millbrae Community Shuttle	Community	New	63.8	10
Brisbane	Brisbane Crocker Park	Commuter	Existing	62.8	11
North Foster City	North Foster City	Commuter	Existing	62.4	12
South San Francisco	Utah-Grand Caltrain	Commuter	Existing	61.2	13
Burlingame	Burlingame Bayside	Commuter	Existing	60.2	14
Redwood City	Redwood LIFE Caltrain	Commuter	Existing	59.8	15
Burlingame	Burlingame Point	Commuter	Existing	57.7	16
South San Francisco	Utah-Grand BART	Commuter	Existing	57.6	17
South San Francisco	Oyster Point Caltrain	Commuter	Existing	56.2	18
Menlo Park	Marsh Road	Commuter	Altered	55.2	19
Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

Program Capacity Range

Not funded



10% Match

11 – 13 shuttles not funded

				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
North Fair Oaks	North Fair Oaks Community Shuttle	Community	New	73.8	4
Daly City	Bayshore Shuttle	Community	New	72.8	5
Burlingame	Millbrae Burlingame Commuter	Commuter	Existing	68.2	6
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Redwood City	RWC Seaport Centre	Commuter	Existing	65.1	8
Foster City	Foster City Commuter	Commuter	Existing	65.0	9
Millbrae	Millbrae Community Shuttle	Community	New	63.8	10
Brisbane	Brisbane Crocker Park	Commuter	Existing	62.8	11
North Foster City	North Foster City	Commuter	Existing	62.4	12
South San Francisco	Utah-Grand Caltrain	Commuter	Existing	61.2	13
Burlingame	Burlingame Bayside	Commuter	Existing	60.2	14
Redwood City	Redwood LIFE Caltrain	Commuter	Existing	59.8	15
Burlingame	Burlingame Point	Commuter	Existing	57.7	16
South San Francisco	Utah-Grand BART	Commuter	Existing	57.6	17
South San Francisco	Oyster Point Caltrain	Commuter	Existing	56.2	18
Menlo Park	Marsh Road	Commuter	Altered	55.2	19
Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

Program Capacity Range

Not funded



Mixed Match

12 – 14 shuttles not funded

				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
North Fair Oaks	North Fair Oaks Community Shuttle	Community	New	73.8	4
Daly City	Bayshore Shuttle	Community	New	72.8	5
Burlingame	Millbrae Burlingame Commuter	Commuter	Existing	68.2	6
South San Francisco	South City Shuttle - West	Community	Altered	66.0	7
Redwood City	RWC Seaport Centre	Commuter	Existing	65.1	8
Foster City	Foster City Commuter	Commuter	Existing	65.0	9
Millbrae	Millbrae Community Shuttle	Community	New	63.8	10
Brisbane	Brisbane Crocker Park	Commuter	Existing	62.8	11
North Foster City	North Foster City	Commuter	Existing	62.4	12
South San Francisco	Utah-Grand Caltrain	Commuter	Existing	61.2	13
Burlingame	Burlingame Bayside	Commuter	Existing	60.2	14
Redwood City	Redwood LIFE Caltrain	Commuter	Existing	59.8	15
Burlingame	Burlingame Point	Commuter	Existing	57.7	16
South San Francisco	Utah-Grand BART	Commuter	Existing	57.6	17
South San Francisco	Oyster Point Caltrain	Commuter	Existing	56.2	18
Menlo Park	Marsh Road	Commuter	Altered	55.2	19
Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

← Program Capacity Range

← Not funded



0% Match

13 -14 shuttles not funded

Program Capacity Range

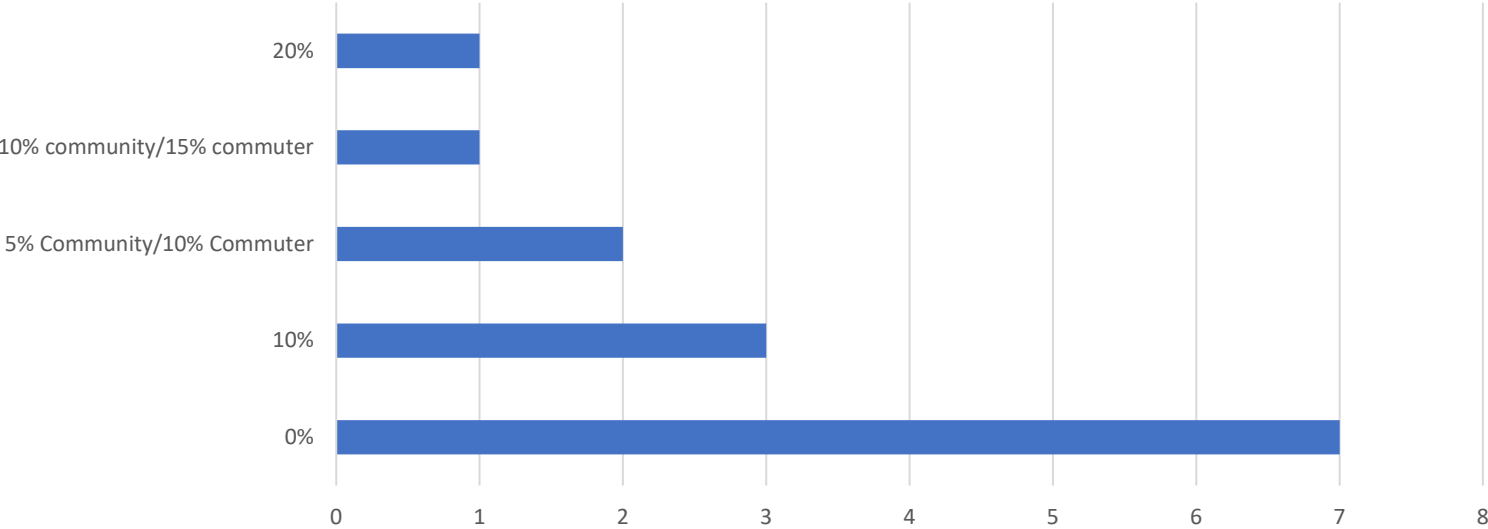
Not funded

				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
North Fair Oaks	North Fair Oaks Community Shuttle	Community	New	73.8	4
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South San Francisco	Oyster Point Caltrain	Commuter	Existing	56.2	18
Menlo Park	Marsh Road	Commuter	Altered	55.2	19
Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
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San Bruno	Crestmoor San Bruno	Community	New	48.8	23



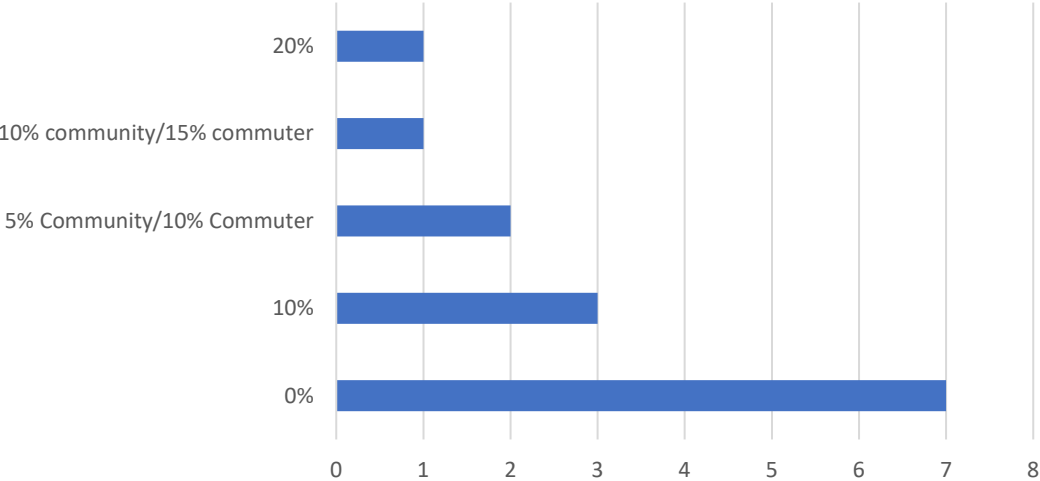
Local Match Funds

Stakeholder Feedback Prior to Ranked List

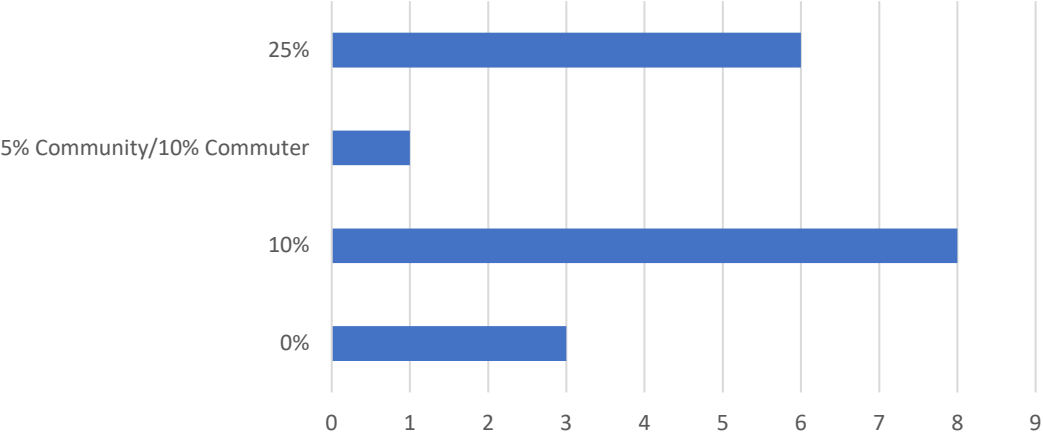


Local Match Funds

Stakeholder Feedback Prior to Ranked List



Stakeholder Feedback with Ranked List and Program Capacity



Staff recommendation: 10% local match

Staff Recommendations



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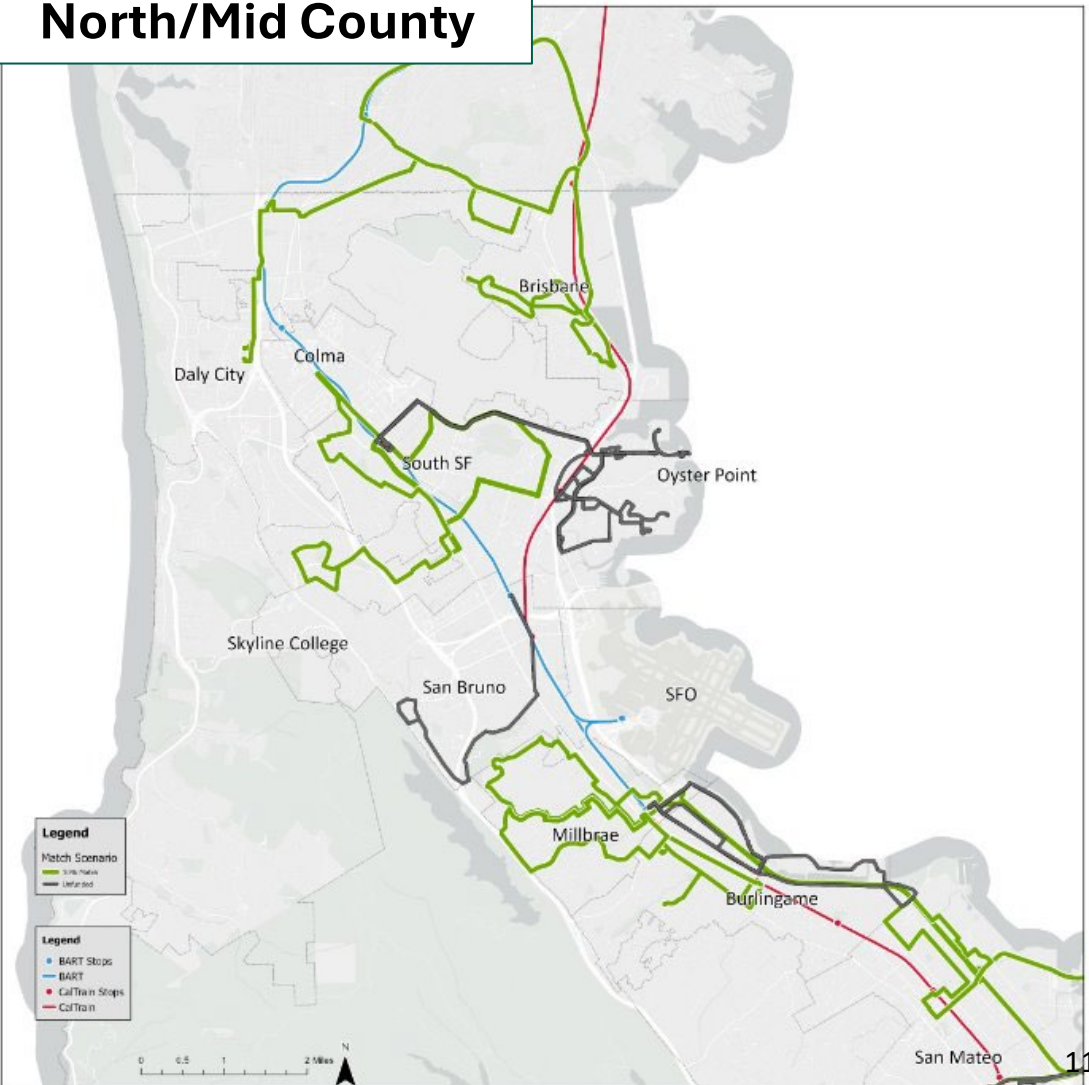
Local Matching Funds

- Current Required Local Match: 25%
- Operating rates are expected to nearly double, resulting in higher costs for routes and local match
- Local sponsors (agencies and businesses) report difficulty in meeting current match
- **Staff Recommendation:** Require 10% local match
 - 10-12 shuttle routes will be funded
 - Maintains contributions at approximately the current dollar amount

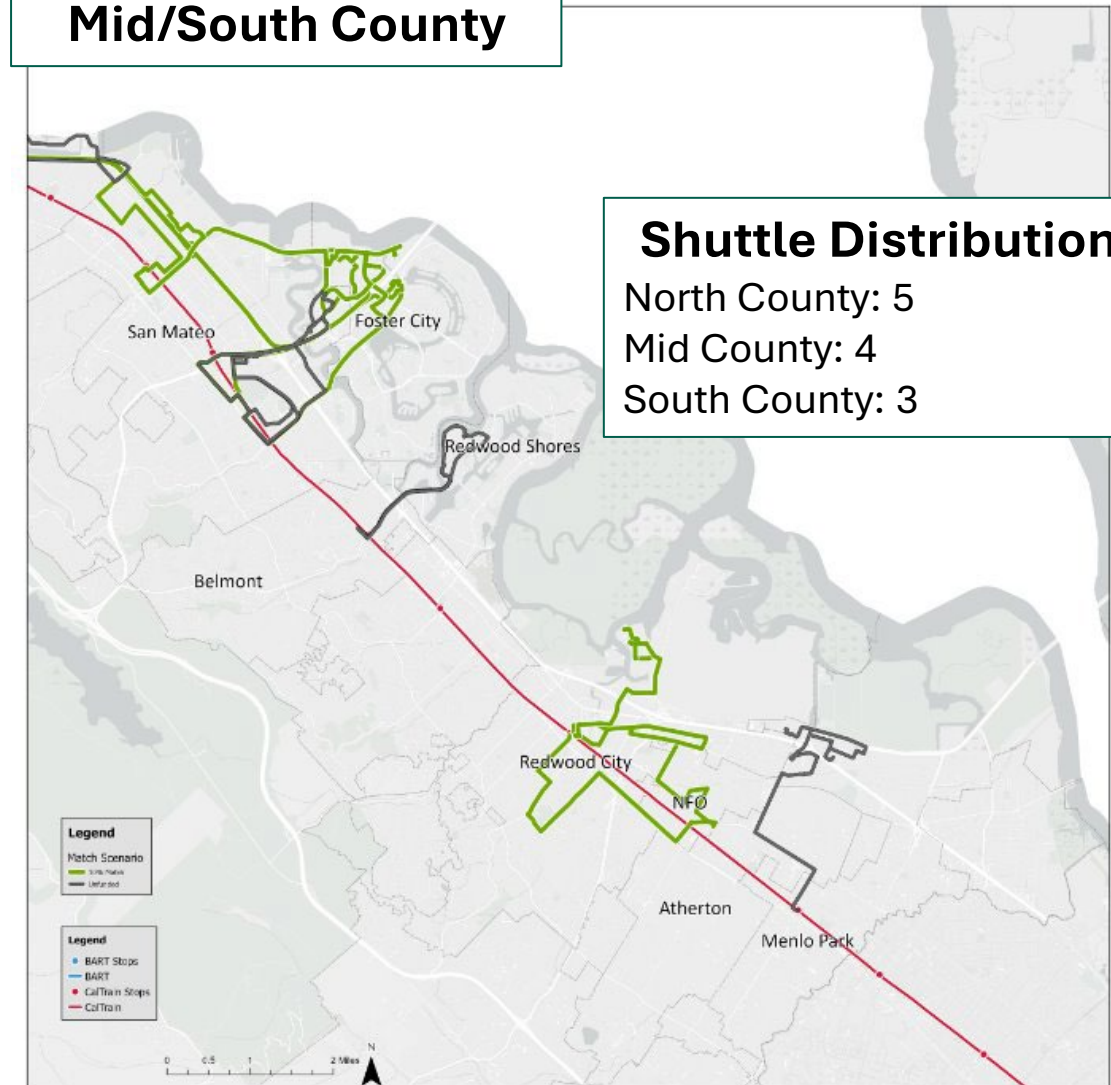


Route Coverage: 10%

North/Mid County



Mid/South County



Shuttle Distribution

North County: 5
Mid County: 4
South County: 3

Agreement Term

- Shuttle Operations Contract
 - Term: 7 years
 - Involved Parties: SamTrans and SMCTA
 - Service Requirement: Contract requires a minimum service level, and penalties are assessed if service drops below that level
 - **Staff Recommendation:** SMCTA will provide backstop funding to SamTrans if minimum service level is not met.
- Local Sponsor Funding Agreement
 - Term: 3 years
 - Involved Parties: SMCTA and local sponsors



Vehicle Procurement

- Prior shuttle agreements have included the cost of equipment in the operating rate
- If equipment is purchased separately, operating rate is lower
- Available funding can support 1-2 additional routes
- **Staff Recommendation:** SMCTA providing funds for shuttle vendor to purchase vehicles
 - Estimated \$2.4 – 4 million in New Measure A Interest Income
 - Vendor holds title and maintains and insures vehicles
 - If contract ends prematurely, SamTrans will assume ownership of vehicles



Today's Board Feedback

- Required Local Match
 - **Staff recommendation:** 10% match
- Agreement Term
 - **Staff recommendation**
 - SMCTA has 7-year agreement with SamTrans and would provide backstop funding to SamTrans with available New Measure A Interest Income if minimum service level is not met
 - SMCTA has 3-year funding agreements with local sponsors
- Vehicle Procurement
 - **Staff recommendation:** SMCTA provides New Measure A Interest Income funds for shuttle vendor to purchase shuttles



Next Steps



Thank you!

Contact

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com



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Exhibit A
Peninsula Shuttle Optimization and Funding Strategy
Shuttle Route Nomination Scoring



City	Route	Type	Existing/ New	Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
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South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Programming and Allocating \$3,000,000 in Highway Program Funds for the Design Phase of the State Route (SR) 84/United States (U.S.) 101 Interchange Reimagined Project**

Action

Staff recommends the San Mateo County Transportation Authority (SMCTA) Board of Directors (Board):

1. Program and allocate an additional \$3,000,000 of Measure A Highway Program Category funds under the Board of Directors' Special Circumstance authority to supplement \$5,990,000 previously allocated for the design phase of the State Route (SR) 84/United States (U.S.) 101 Interchange Reimagined Project (Project); and
2. Authorize the Executive Director, or designee, to execute any necessary agreements, amendments, or other documents, and take any additional actions necessary, to give effect to the above-referenced actions.

Significance

In August 2017, the City of Redwood City (City) entered into a professional services agreement with AECOM to provide highway engineering design and right-of-way support services for the Project. That agreement has been amended seven times to adjust the scope, schedule, and budget to meet Project needs, most recently in June 2024, following a nearly four-year pause during the COVID-19 pandemic.

During the pause, new and updated design requirements resulted in changes to the Project plans and specifications, and the City worked to secure the additional funding needed to advance the Project. Accordingly, Amendment 7 included additional scope and funding to address the new requirements and resume design and right-of-way work. Because the extent of the necessary changes could not be fully determined at the time, the amendment relied on assumptions to establish a reasonable scope and budget while recognizing the potential for additional costs.

Following resumption of work after the four-year pause, AECOM has successfully completed several tasks, including completing the 65 percent design, 95 percent Plans, Specifications and Estimates (PS&E), and 100 percent PS&E milestones, and the Project has been able to maintain its schedule while budgeting work progressed.

AECOM notified the City of a need for additional budget in February 2026. City staff, in conjunction with the City's project management consultant, Gray-Bowen-Scott (GBS), reviewed the request and evaluated the basis for cost increase. The review concluded there were numerous design-related changes that supported the cost increase with the primary drivers including:

- California Department of Transportation (Caltrans): New seismic criteria resulted in additional modeling and ultimately the redesign of all structures. A total of 432 plan sheets were significantly revised due to the new criteria.
- Union Pacific Railroad (UPRR): A completely new team was assigned to the Project and new UPRR processes required more robust and time-consuming review of plans and specifications. The result included the addition of new gates and traffic pre-emption signals to the design.
- San Francisco Bay Regional Water Quality Control Board: Redesign of a drainage and stormwater retention system was required to comply with new regulatory requirements.
- Pacific Gas and Electric Company (PG&E): Additional design and coordination was required to account for PG&E facilities within the Project area.
- County of San Mateo: The Project team learned of a County operational need to access a sewer flow monitoring station, requiring revisions to the bike path design and updates to the right-of-way mapping.
- Developments: New development adjoining the Project changed ownership and additional review and redesigns were necessary to accommodate concerns of the new owners.

Justification for the Special Circumstance Request

The allocation request for an additional \$3,000,000 is being presented outside of the normal funding cycle for the Measure A and Measure W Highway Programs. Staff has evaluated the request in accordance with SMCTA's Special Circumstance criteria for advancing funds, as provided in the Strategic Plan 2025-2029, which includes: (1) urgency; and (2) impact to the Measure A and Measure W Programs. Staff determined that the request to allocate the additional funds meets the urgency criteria because there is potential for loss of funding sources if the Project is not constructed within a certain timeframe. The Project has received

significant regional, state, and federal funding for the construction phase, which must be matched by local city and SMCTA funds.

SMCTA staff proposes the Board allocate an additional \$3,000,000 in funding for the Project design phase rather than reallocating funds previously awarded for construction, as the construction funds are needed to satisfy matching fund requirements associated with the regional, state, and federal grant agreements.

Additional information regarding the Project status and next steps will be provided during a presentation at the Board meeting.

Budget Impact

There is sufficient capacity in the Fiscal Year 2027 and prior year budgets to fully fund the recommended allocation.

Background

The Project was originally listed in the 1988 Measure A and is listed as a Key Congested Areas project in the 2004 Measure A. SMCTA's Short Range Highway Plan also identifies this interchange as a project of countywide significance. The reconstruction of the interchange will include replacing all existing ramps, widening Woodside Road to six through lanes (three in each direction plus turn lanes), lowering Woodside Road to increase the vertical clearance at U.S. 101, eliminating the existing five-legged intersection at Broadway and Woodside Road, signalizing ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and U.S. 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at-grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

The City, in cooperation with Caltrans and SMCTA, is sponsoring the Project. The planned improvements will relieve existing and future traffic congestion, increase traffic safety and vehicular access to and across U.S. 101 and Woodside Road, and improve safety and connectivity for people walking and biking. The Project must comply with all Caltrans standards and requirements as it is located on a State highway.

General Project Status Update

Project is approaching completion of the final design, right-of-way acquisition, and UPRR review. In June, the City was notified that the Federal Highway Administration had indicated conceptual concurrence with Caltrans' request to execute an agreement to obligate a \$105 million Federal Infrastructure for Rebuilding America (INFRA) grant for the Project. The agencies are in the process of obligating these Federal funds.

The INFRA funding, along with a \$14.2 million grant from the State's Trade Corridor Enhancement Program (TCEP), provide a significant portion of the funding needed for Project construction, as summarized in the following table:

Funding Source	Amount (Millions)
SMCTA Highway Program	\$161.8
Federal INFRA Grant	\$105.0
Regional Measure 3	\$48.0
Local Contribution	\$48.0
State TCEP	\$14.2
State Transportation Improvement Program	\$8.0
Total	\$385.0

Key remaining milestones for the Project are as follows:

Remaining Project Milestones	Date
100% PS&E Comments from Caltrans	October 2026
Final PS&E Complete	January 2027
Project Ready-to-List	March 2027
Project Advertisement	April 2027
Construction Contract Award	July 2027
Construction Start	August 2027
Construction End	December 2030

Prepared By: Patrick Gilster Director, Planning and Fund Management 650-622-7853
Vamsi Tabjulu Project Manager 650-508-7773

Resolution No. 2026-

**Board of Directors, San Mateo County Transportation Authority
State of California**

* * *

**Programming and Allocating \$3,000,000 in Highway Program Funds for the
Design Phase of the State Route (SR) 84/United States (U.S.) 101 Interchange
Reimagined Project**

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (SMCTA) of a half-cent transactions and use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

Whereas, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the SMCTA of the Measure A half cent transaction and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan, beginning January 1, 2009 (New Measure A); and

Whereas, the State Route (SR) 84/United States (U.S.) 101 Interchange Reimagined Project (Project) is identified in both the 1988 and 2004 Measure A Transportation Expenditure Plans as a project of countywide significance and will improve safety, mobility, and connectivity at the SR 84/U.S. 101 interchange; and

Whereas, the City of Redwood City (Sponsor) has previously been awarded funding through the 2012 and 2015 Highway Program Calls for Projects (Resolution Nos. 2012-17 and 2015-19) for a total of \$5,990,000 for Project design; and

Whereas, the Sponsor has indicated that multiple design-related changes and delays have increased the design phase cost by \$3,000,000 and has requested a Special Circumstance programming and allocation prior to the next Highway Program Call for Projects to fund the Project; and

Whereas, SMCTA staff have reviewed the Special Circumstance justification guidance from the SMCTA Strategic Plan 2025-2029 and determined that the request meets the urgency criteria because previously programmed construction funds are needed to meet local matching fund requirements associated with regional, state, and federal grants obtained for the construction phase of the Project.

Now, Therefore, Be It Resolved that the Board of Directors (Board) of the San Mateo County Transportation Authority hereby programs and allocates \$3,000,000 of additional Measure A Highway Program Category funds for the design phase of the SR 84 /U.S. 101 Interchange Reimagined Project; and

Be it Further Resolved that the Board authorizes the Executive Director, or designee, to execute any necessary agreements, amendments, or other documents, and take any additional actions necessary, to give effect to this programming and allocation.

Regularly passed and adopted this 3rd day of September, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary



August 13, 2026

San Mateo County Transportation Authority
Attn: April Chan, Executive Director

RE: STATE ROUTE 84 – US 101 INTERCHANGE REIMAGINED PROJECT

Dear Ms. Chan:

The State Route 84 / US 101 Interchange Reimagined Project team is requesting additional funding from the SMCTA. The current budget for the development of the Plans, Specifications, and Estimates (PS&E) effort did not sufficiently cover the cost to redesign seven (7) bridge structures and 15 retaining walls to meet recently updated seismic design standards. Also, right-of-way (ROW) work has increased in cost because several appraisals needed to be modified and updated. The additional funding request is \$2.8M for Design plus \$200,000 to achieve ROW certification, totaling \$3.0 M.

Thank you for the opportunity to provide this letter clarifying the project PMs, costs, and schedule.

Sincerely,

Tanisha Werner

Tanisha Werner, P.E., QSD/P
Engineering and Transportation Director

cc by email only: Leo Scott, Gray-Bowen-Scott



Meeting Agenda

- ▶ Project Status and Schedule Update
- ▶ Design and Right-of-Way Update
- ▶ Special Circumstance Funding Request



Proposed 84/101 Interchange

Item #10.b.
9/3/2026



Project Status and Schedule Update

- Final Design (PS&E) and Right-of-Way Acquisition in progress
- INFRA Grant agreement is in process for execution
- Final PS&E by early 2027 and Project Ready-to-list by Spring 2027
- Construction start by Fall 2027 and end by December 2030



Project Schedule

Phase	2026				2027				2028				2029				2030			
	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Right of Way																				
Railroad Grade Crossing Improvements																				
Final Design (PS&E)																				
Construction																				



Design Update

- Redesigned 7 bridge structures and 15 non-standard retaining walls
- Agreed with Caltrans on a 1:1 ratio for off-site stormwater mitigation
- Submitted final crossing designs to Union Pacific Railroad for approval
- Public Works and Caltrans agreed on maintenance agreement terms
- Provided the Freeway Agreement and Controlled Access Highway Agreement to Caltrans for execution



Right of Way (ROW) & Utility Relocations

OFFERS

6 Property
Acquired

+

NEGOTIATIONS

13 Ongoing

1 Property Dedication

(3 City-owned properties)

= 20 Total
Properties Needed

CONDEMNATION

9 Lawsuits Filed

Utility	# Relocations
PG&E Electric	9
PG&E Gas	1
AT&T	4
Redwood City Water	4
Redwood City Sewer	1
SM County Sewer	2



Funding Summary

Project Cost by Phase	
Phase	Amount (in Millions)
Project Development	\$2.2
Environmental Clearance	\$4.2
Plans, Specifications, and Estimates (PS&E)	\$14.5
Right of Way Support	\$1.6
Right of Way Capital	\$69.2
Construction Management & Support	\$32.8
Construction Capital	\$260.5
Grand Total	\$385.0

Project Funding - Secured		
Fund Source	Amount (in Millions)	Percentage
SMCTA Highway Program	\$161.8	42.03%
Regional Measure 3 (RM3)	\$48.0	12.47%
INFRA (Federal)	\$105.0	27.27%
TCEP (State)	\$14.2	3.69%
STIP (State)	\$8.0	2.08%
Local Contribution (City)	\$48.0	12.47%
Grand Total	\$385.0	100.0%



Cost Control/Risk Mitigation

- Project Leadership Team and Executive Steering Committee
- Risk Management
 - Have AECOM report monthly charges within 15 days of month close
 - Review risks monthly with AECOM to identify and implement mitigation strategies
 - Conduct a semi-independent cost estimate of the Caltrans CM cost
 - Conduct an independent cost estimate of the capital cost
- Schedule Control
 - Work with UPRR to fast-track Construction and Maintenance Agreement
 - Replace repeated, sequential reviews with focused Caltrans meetings⁹



Need for Additional Design Phase Funding

- New seismic criteria required additional modeling and redesign of all structures (432 plan sheets affected)
- UPRR required the addition of new crossing gates and signal pre-emption
- Drainage and bioswale redesign to comply with the new regulations
- Additional design and coordination needed for PG&E facilities
- Bike path redesign and right-of-way mapping updates to meet the access needs on Veterans Blvd. parcel
- Additional ROW support, appraisal renewals, appraisals for reconfigured parcels and those with new owners
- Additional support needed for condemnation proceedings



Special Circumstance Request

- \$3M funding request to complete PS&E and ROW Certification
- Strategic Plan 2025-2029: Special Circumstance criteria for advancing funds include: (1) urgency; and (2) impact to the Measure A & W Programs
- Meets the urgency criteria since there is potential for loss of funding sources and delay resulting in construction cost escalation



Staff Recommendation

- Staff recommends the SMCTA board of directors:
 - Program and allocate an additional \$3,000,000 of Measure A Highway Program Category funds under the Board of Directors' Special Circumstance authority to supplement \$5,990,000 previously allocated for the design phase of the State Route (SR) 84 / US 101 Interchange Reimagined Project (Project); and
 - Authorize the Executive Director, or designee, to execute any necessary agreements, amendments, or other documents, and take any additional actions necessary, to give effect to the above-referenced actions.



Questions?



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**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Ladi Millard-Olmeda, Interim Chief Financial Officer
Peter Skinner, Chief Officer, Transportation Authority

Subject: **Update on United States (U.S.) 101 Express Lanes Variable Rate Bonds and Express Lanes Performance**

Action

This item is being presented to the Board of Directors (Board) of the San Mateo County Transportation Authority (SMCTA) for information only.

Significance

This is a quarterly update on the performance and status of the outstanding 2020 Variable Rate Demand Obligations (VRDOs), issued by the SMCTA to finance the remaining funds needed to construct the Express Lanes Project. VRDOs are a type of long-term debt security featuring a floating interest rate that is reset at specified intervals (e.g., daily, weekly, or monthly). In September 2020, SMCTA issued \$50 million in 2020 Series A Bonds, and \$50 million in Series B Bonds (together the “Bonds”). The Series A Bonds are issued with a weekly interest rate reset; and the Series B Bonds are issued with a daily interest rate reset. Variable rate bonds were selected instead of fixed rate bonds because at the time they provided the lowest cost of financing and allowed for no-cost prepayment flexibility.

Interest Rates

The average combined interest rate for Series A and Series B Bonds during the second half of Fiscal Year 2026 (FY26), from January 2026 to June 2026, was 1.66 percent, and was lower than the average rate of 1.79 percent reported in the First Half of Fiscal Year 2026 (FY26), from July 2025 to December 2025. The decrease in variable interest rates for the Second Half of FY26 was driven by:

1. Decline in short-term benchmarks established by the Securities Industry and Financial Markets Association (SIFMA). The SIFMA is a 7-day high-grade market index representing interest rates of tax-exempt Variable Rate Demand Obligations. SMCTA’s VRDO rates are directly linked to these benchmarks and any drop in the benchmark leads to a direct decrease in the bond’s interest rate.

2. Lower inflation expectations influenced the downward trend in variable interest rates.

The interest rate trends during the second half of FY26 were:

Bond Series	Highest Rate	Lowest Rate	Average Rate
Series A Bonds	3.10%	0.55%	1.64%
Series B Bonds	3.25%	0.10%	1.67%

Since issuance, the combined interest rate for Series A and Series B Bonds has averaged 1.45 percent, substantially lower than the 3.50 percent rate associated with a comparable fixed-rate bond. This outcome underscores the prudence of selecting a variable-rate structure, reflecting a well-considered strategy in the context of prevailing market conditions.

Principal Payments

As of June 30, 2026, the remaining outstanding principal is \$93.39 million. On July 17, 2026, SMCTA made an early principal payment of \$16.17 million using available net toll revenues. This payment included (1) the scheduled FY30 principal payment of \$8.17 million, (2) a \$5 million pre-payment toward the scheduled FY31 principal payment, and (3) a \$3 million pre-payment toward the scheduled FY32 principal payment. As a result, the outstanding principle originally scheduled for FY30-32 has been reduced to \$2.54 million, with the remaining balance due in FY32.

Market Outlook

Evolving changes in Federal Reserve (Fed) policies and market conditions can have an impact on interest rates. Staff are tracking proposed legislation, potential regulatory changes, and monitoring Federal Reserve action closely to assess implications on interest rates, inflation, and overall market conditions. Most recently, the Federal Reserve held rates steady at 3.5-3.75 percent as of June 30, 2026. The Fed projects one rate cut by year-end.

Express Lanes Performance

Information on the operations of the Express Lanes, including revenue generation, operations and maintenance expenses, and performance will be provided in a presentation included with this staff report.

Budget Impact

There is no budget impact associated with this item.

Background

The Express Lanes Project extends over 22 miles from the San Mateo/Santa Clara County line to Interstate 380 in South San Francisco. The Southern Segment of the Express Lanes, approximately eight of the 22 miles, opened and has been in operation since February 11, 2022. The Northern Segment was opened for operations on March 3, 2023. In September 2020, the Transportation Authority issued \$50 million in 2020 Series A Bonds and \$50 million in Series B Bonds to help fund the project.

Prepared by:

Ray Galindo

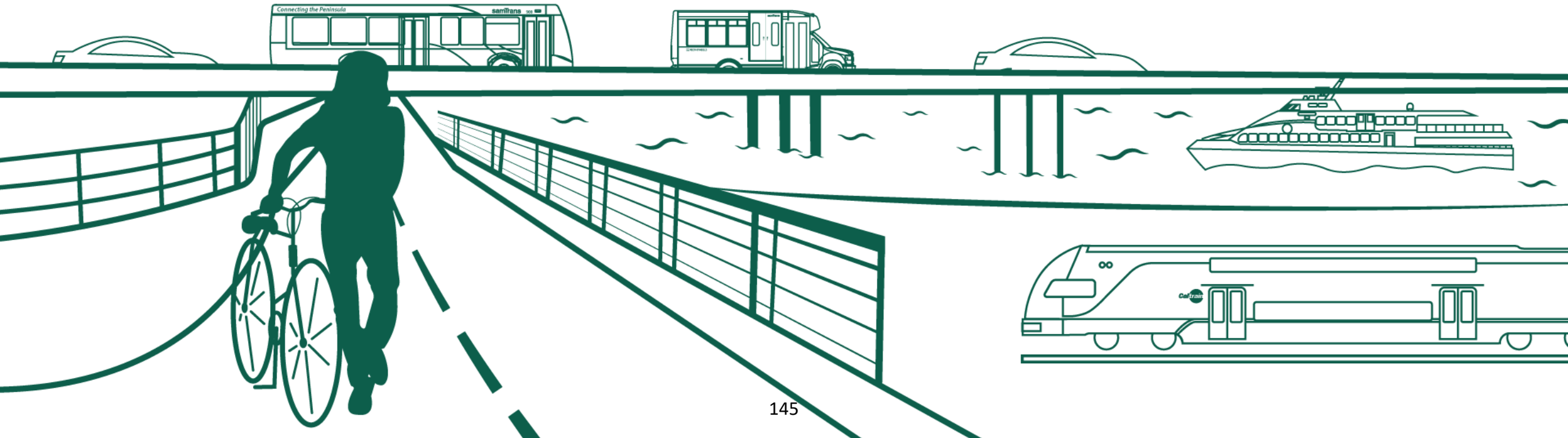
Interim Manager,
Treasury

650-508-7757



US 101 Express Lanes: Update on Bond and Lane Performance

Board of Directors – September 3, 2026



OVERVIEW

- Background
- Interest Rates
- Principal Payments
- Outlook

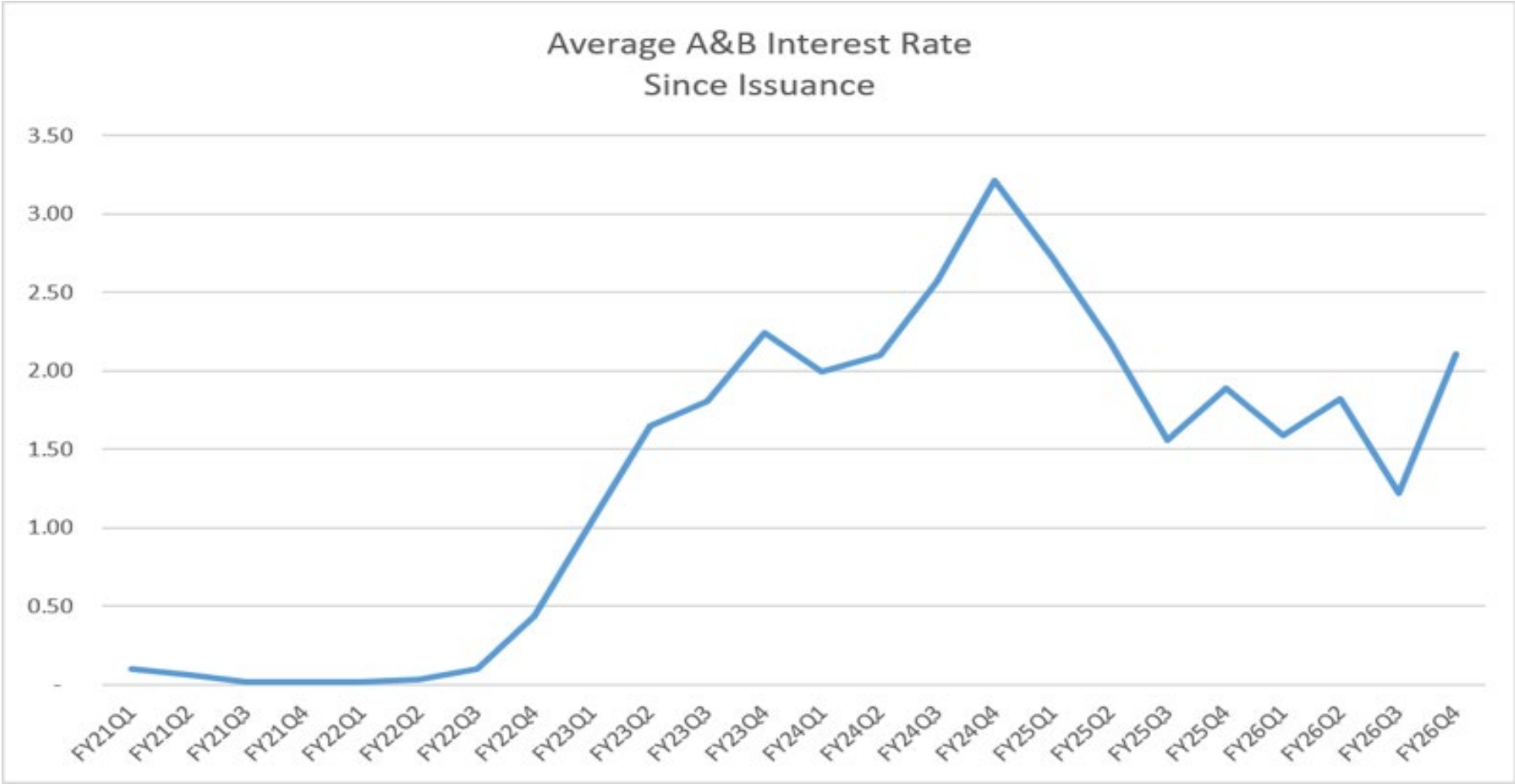


BACKGROUND

- In 2020 TA issued \$100M variable rate bonds:
 - Support JPA's \$581M cost for US 101 Express Lanes (EL)
 - Series A \$50M Weekly & Series B \$50M Daily
 - Secured by Measures A & W sales tax
- Why variable rate bonds?
 - Lowest cost
 - Since issuance 0.01% - 4.45%; average 1.45%
 - Estimated Fixed Rate issuance in Sep 2020 = 3.50%
 - Initial rates: 0.01% - 0.07%
 - Prepayment flexibility



INTEREST RATE



PRINCIPAL PAYMENTS

- Remaining principal: \$93.39M (FY26)
- July 2026 (FY27) principal payment of \$16.17M from Available Net Toll Revenue:
 - \$8.17M principal payment for 2030
 - \$5.0M principal reduction for 2031
 - 4\$3.0M principal reduction for 2032
- Next required principal payment of \$2.54M in 2032



OUTLOOK

- Fed policy and market conditions drive interest rates July 2026 (FY27)
- July 2026: Fed held rates at 3.50%-3.75%
- Potential for one rate hike this year
- Market: Inflation remains elevated but may be leveling off as oil prices decline
- Staff are monitoring legislation and policy changes



QUESTIONS?



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San Mateo County 101 Express Lanes Performance and Go Card Overview

FY2026 Annual Report

September 2026

FY2026 Annual Performance Overview

Operational Rules

- Hours: 5 a.m. to 8 p.m., Monday–Friday.
- FasTrak® required.
- Carpools (HOV 3+), buses, and motorcycles travel toll-free with FasTrak® Flex toll tags.
- Carpools (HOV 2) pay half-price tolls with FasTrak® Flex toll tags.

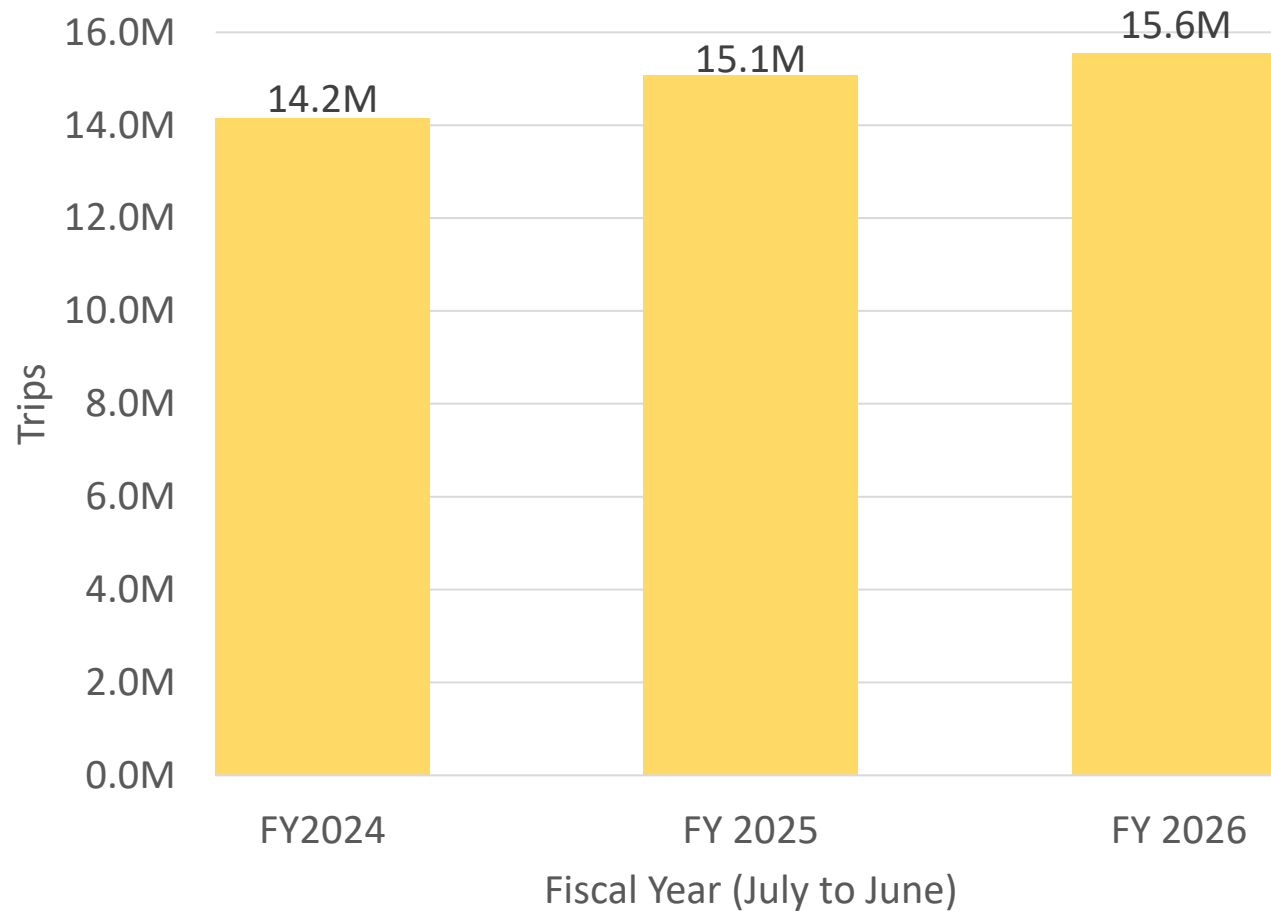


Key Performance Highlights

KEY HIGHLIGHT	ANNUAL METRIC CHANGE (YEAR-OVER-YEAR)
Express Lane Traffic Performance	Average daily trips on the express lane +3.2% over FY25, +9.8% over FY24.
Express Lane Speed Performance	Average express lane speeds remain very consistent.
Trip Occupancy Trends	Toll-free trips (HOV3+) +3.2% FY25, +8.0% over FY24; Image-Based Trips (IBT) and Violations -2.0% over FY25, -3.6% over FY24.
Change in Average Assessed Tolls	Average assessed tolls ↑ over FY24 and FY25, driven by increase in traffic volume.

Express Lane Trips

Item #11.a.
9/3/2026

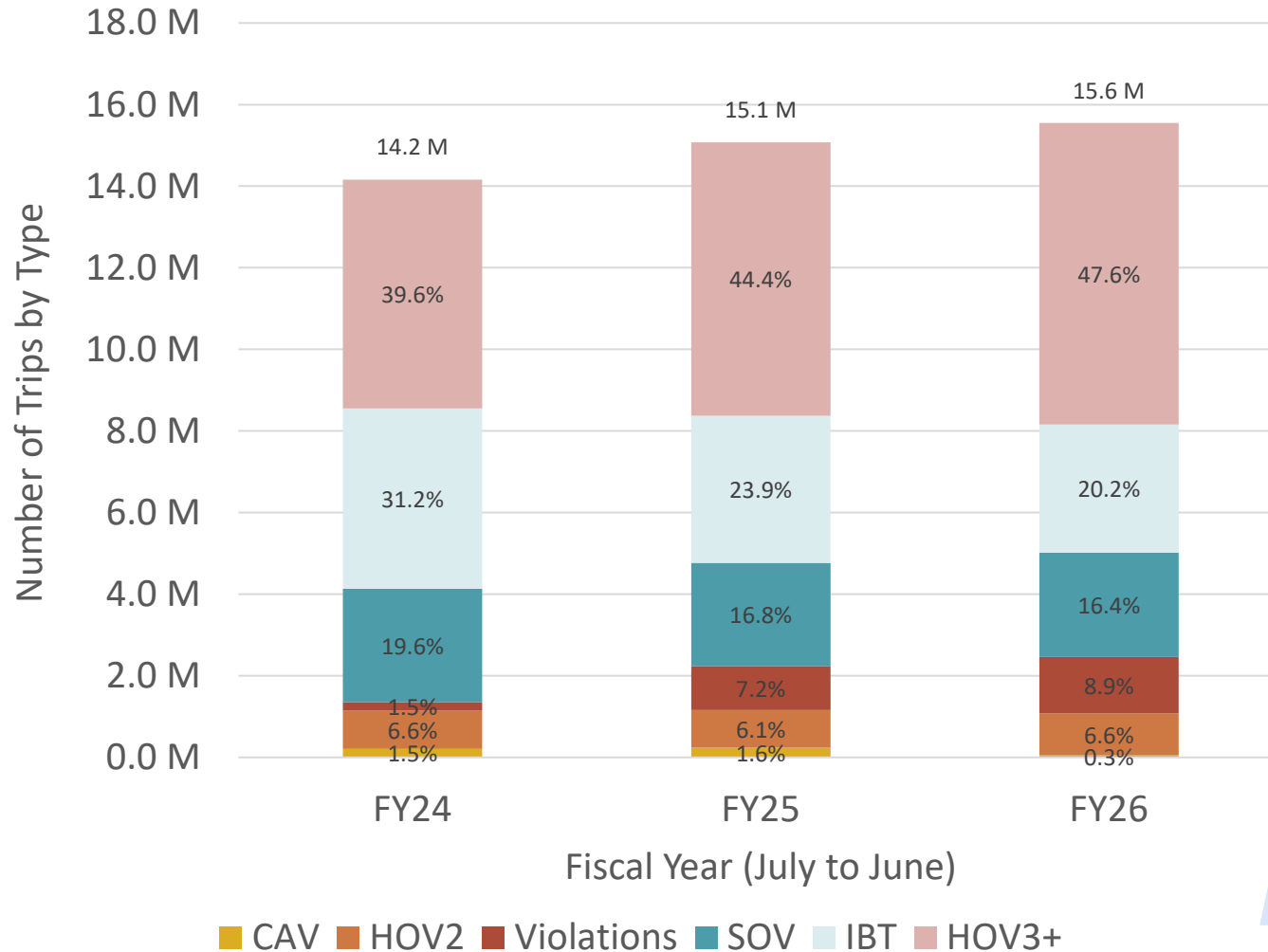


FY26 Express Lane Trips

- 15.6M annual trips
 - 3.2% increase over FY25
 - 9.8% increase over FY24
- 61,477 average daily trips
 - 3.6% increase over FY25
 - +2,136 daily trips
 - 9.8% increase over FY24
 - +5,493 daily trips

Express Lane Trip Types

Item #11.a.
9/3/2026



FY26 Express Lane Trip Types

Toll-free trips: **47.6%**

- HOV3+ and Non-Revenue

Tolled trips: **43.2%**

- 36.6% Full toll (SOV + Image-Based Tolls [IBT])
- 6.6% Discounted toll (HOV2)
- Note: Clean Air Vehicle (CAV) discounts ended in Q1 FY26

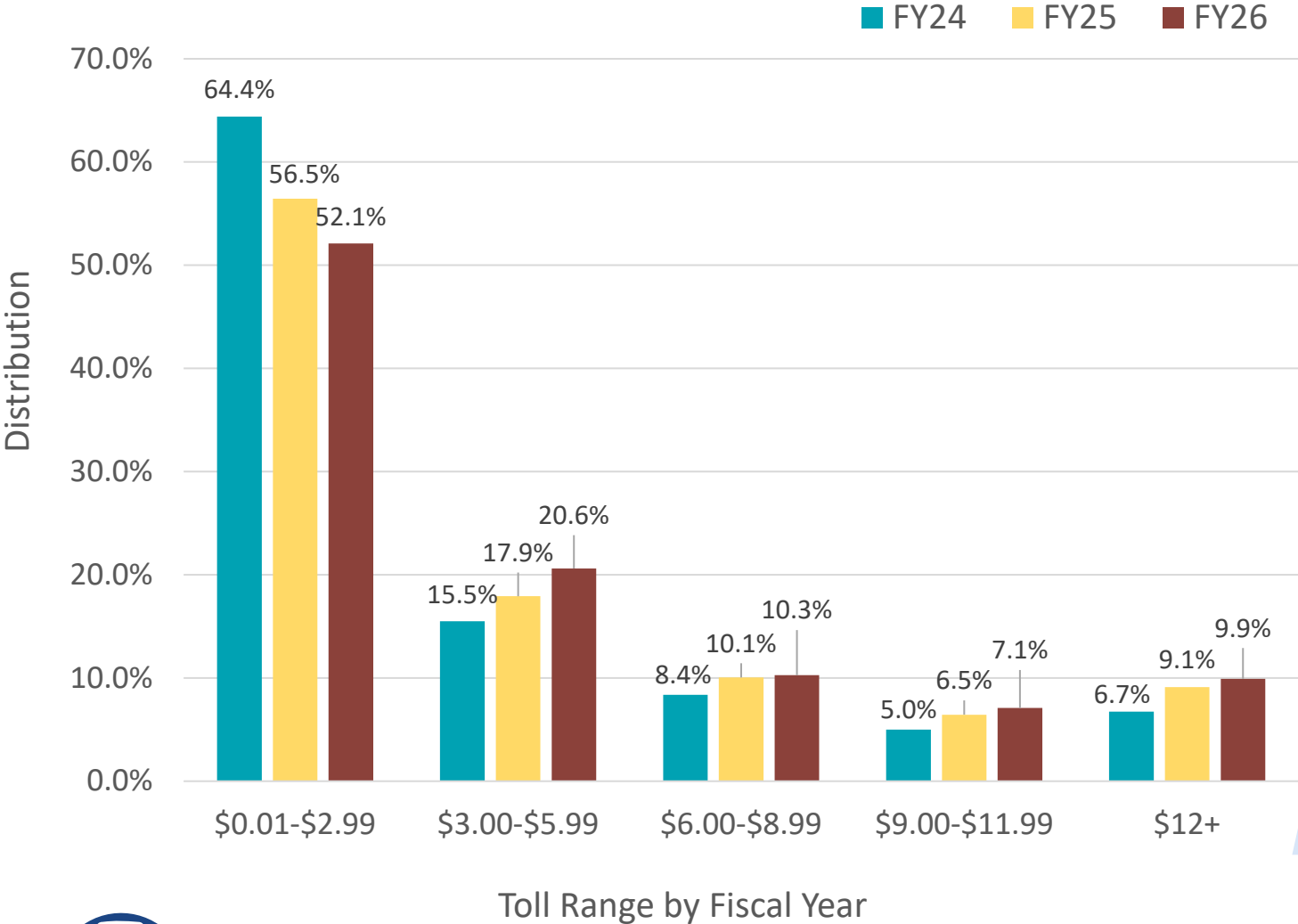
Violation trips: **8.9%**

- IBT trips with no FasTrak® account at the time of the trip

Year-over-Year Trends

- **HOV3+ increased**
 - +3.2% over FY25 and +8.0% over FY24
- **Toll trips decreased**
 - -3.6% from FY25 and -14.2% from FY24
- **IBT trips decreased**
 - -3.7% from FY25 and -11.0% from FY24

Distribution of Paid Tolls



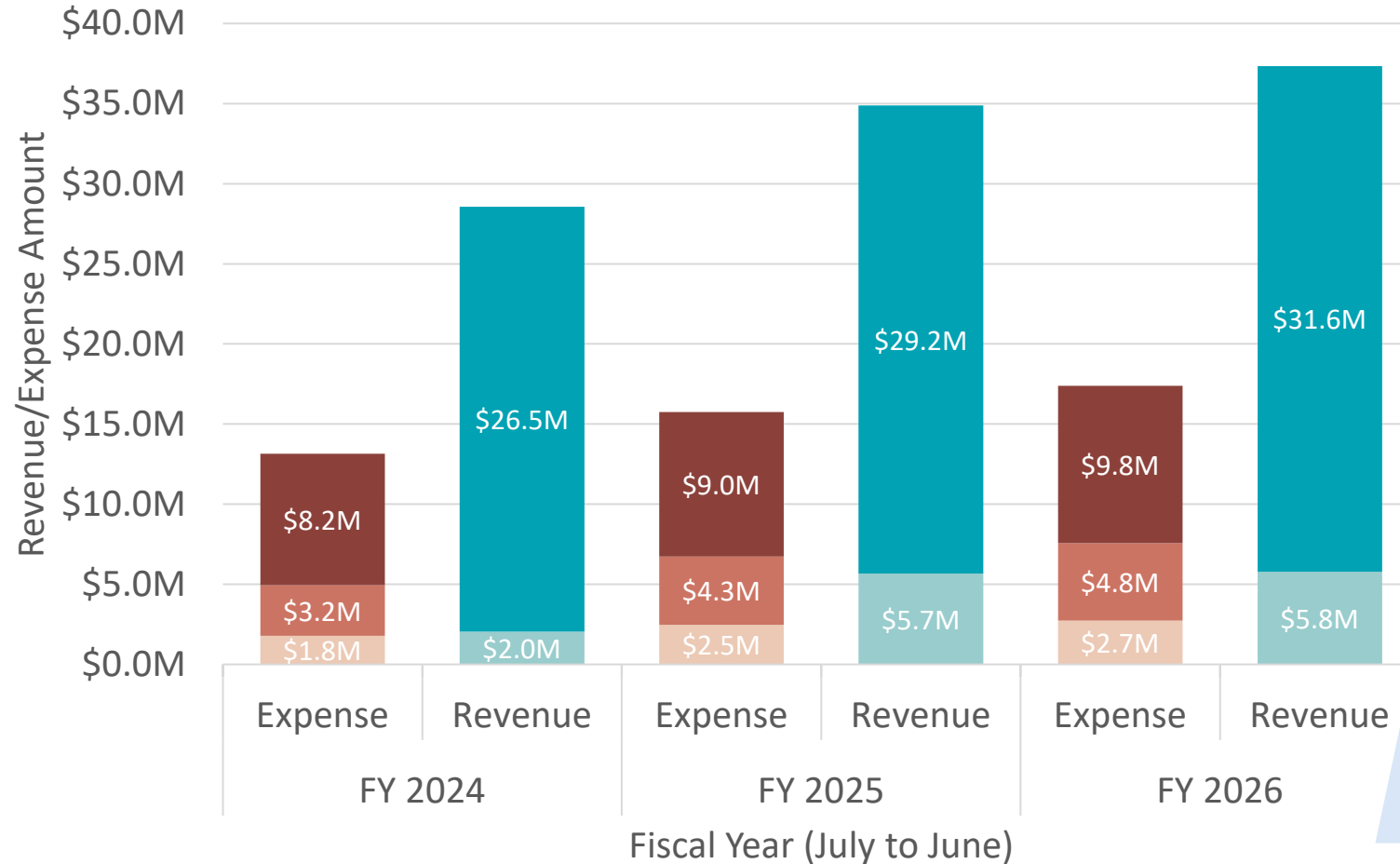
FY26 Express Lane Toll Distribution

- Nearly 7.6M tolled express lane trips
- 52.1% of trips were less than \$3
 - Down 4.4% from FY25
 - Down 12.3% from FY24
- 9.9% of trips were \$12 or more
 - Up 0.8% from FY25
 - Up 3.6% from FY24

Note: Includes all tolled trip types and lengths.

Express Lanes Toll Revenue and Expense

Item #11.a.
9/3/2026



FY26 Revenue and Expenses

\$37.3M in toll related revenue

- 7.1% increase over FY25
- 30.7% increase over FY24

\$9.8M in toll operations and maintenance (O&M) expenses

- 8.9% increase from FY25
- 19.7% increase from FY24

\$4.8M disbursed toward debt service

■ Toll Violation, Fees and Penalties ■ Toll Revenue ■ Debt Service ■ Admin Expense ■ Toll O&M

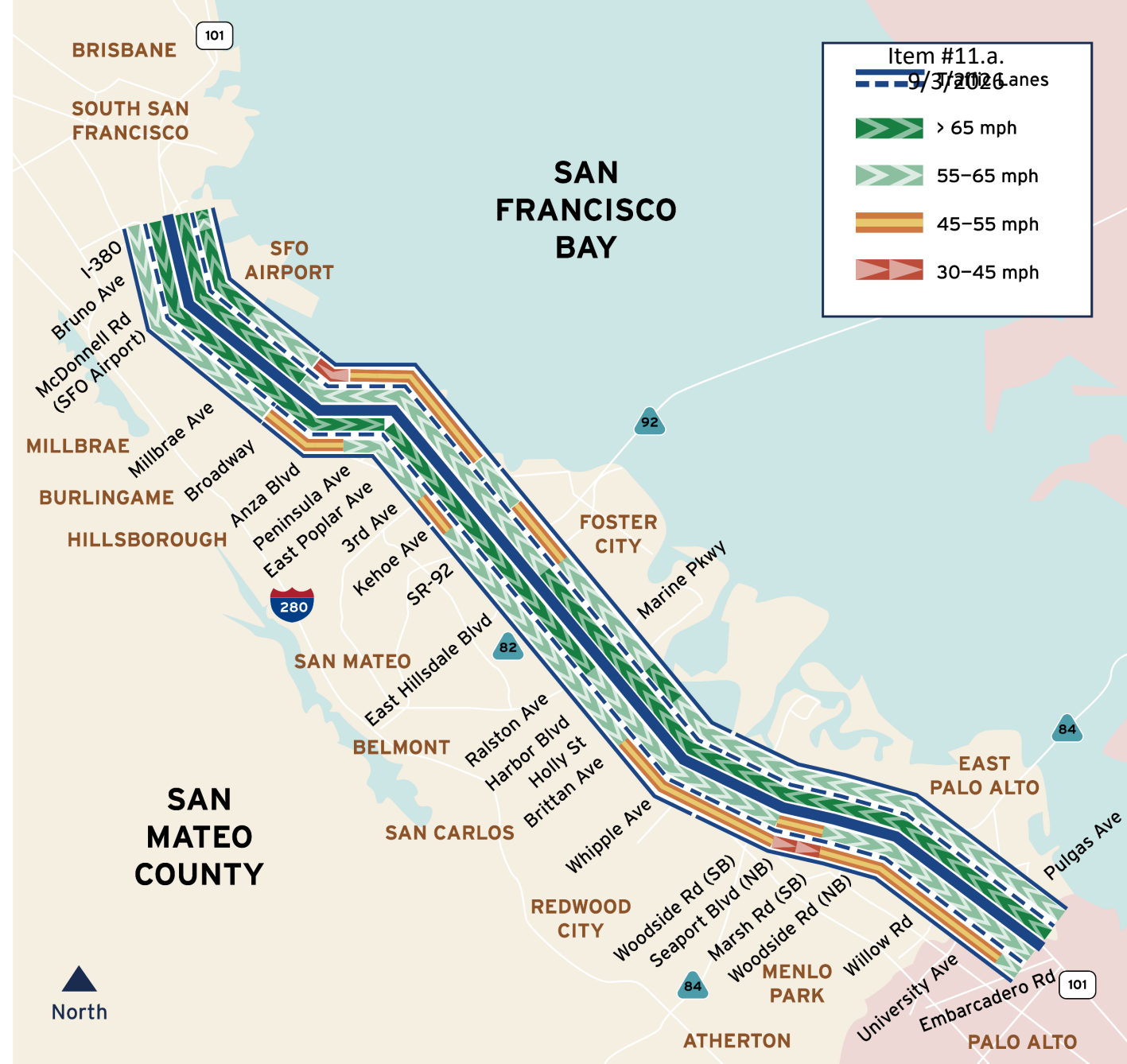
AM Peak Period Speed Map (6-10 AM)

Average Southbound

- Express Lane speeds were 8 mph greater than general purpose lanes during AM Peak

Average Northbound

- Express Lane speeds were 9 mph greater than general purpose lanes during AM Peak



PM Peak Period Speed Map (3-7 PM)

Average Southbound

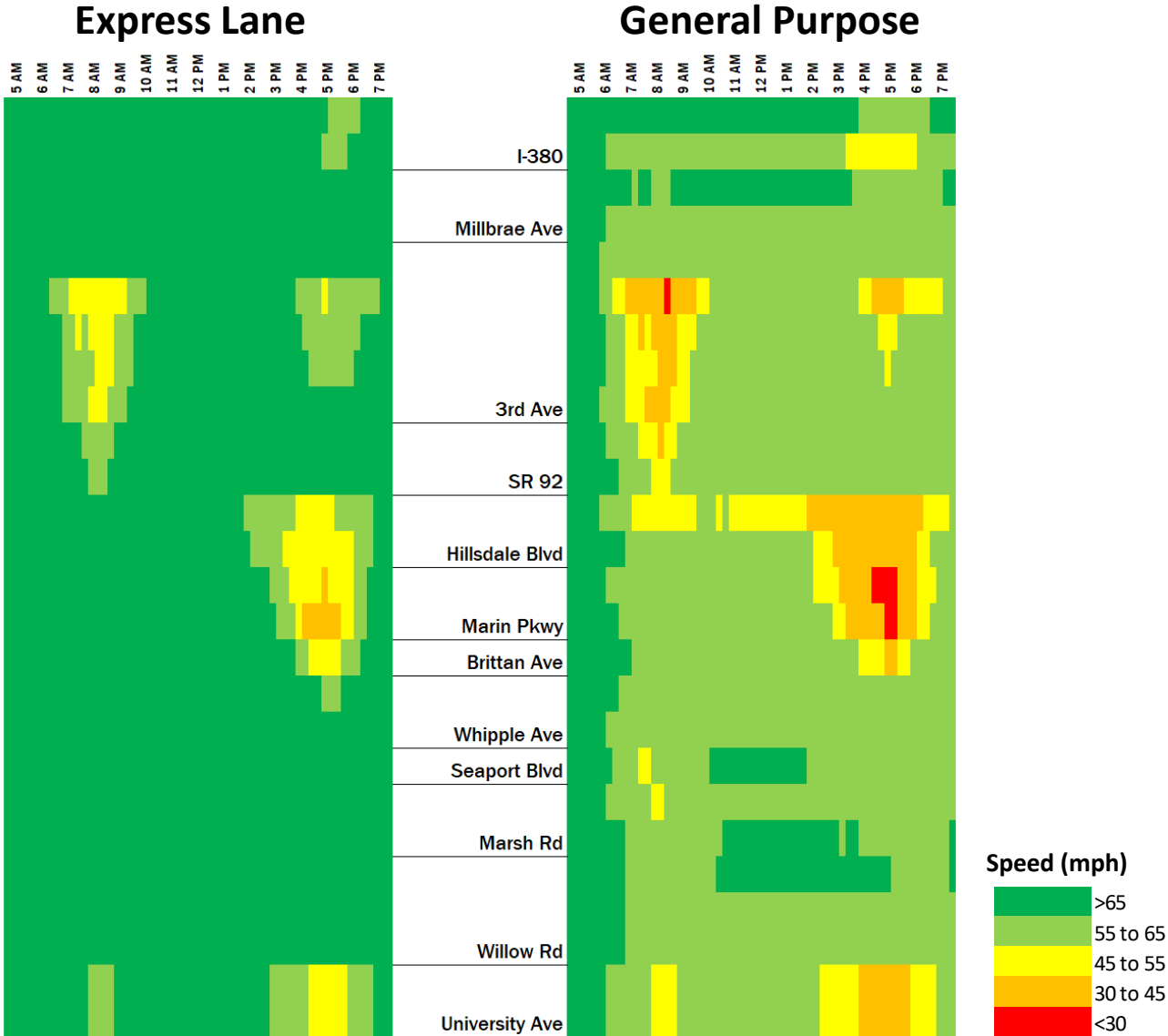
- Express Lane speeds were 10 mph greater than general purpose lanes during PM Peak

Average Northbound

- Express Lane speeds were 9 mph greater than general purpose lanes during PM Peak



Northbound by Location & Time (Full Day)

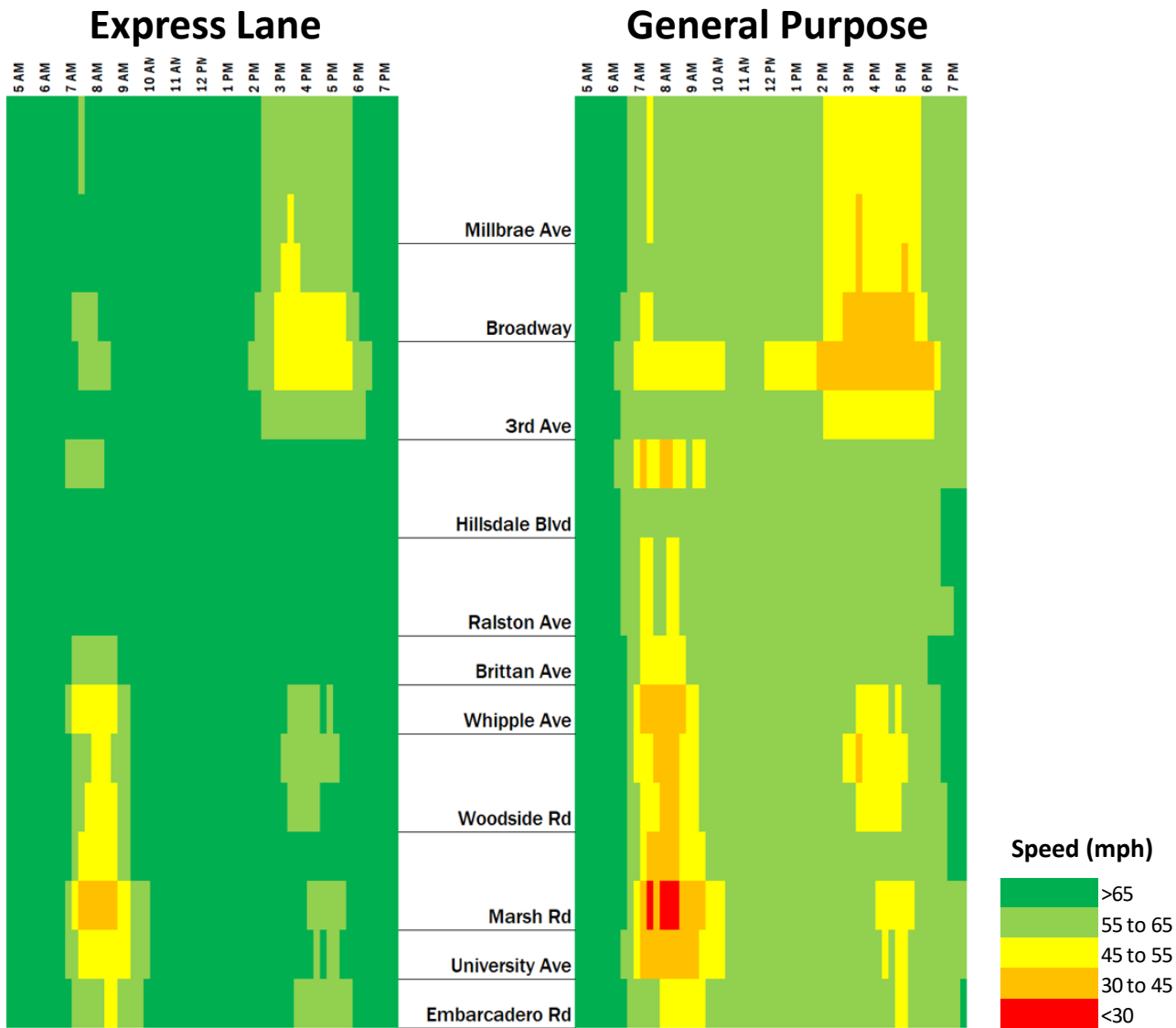


In FY26:

- Average Northbound General Purpose lane speeds were the lowest near SR 92 during PM peak period.

Southbound Speeds by Location & Time (Full Day)

Item #11.a.
9/3/2026



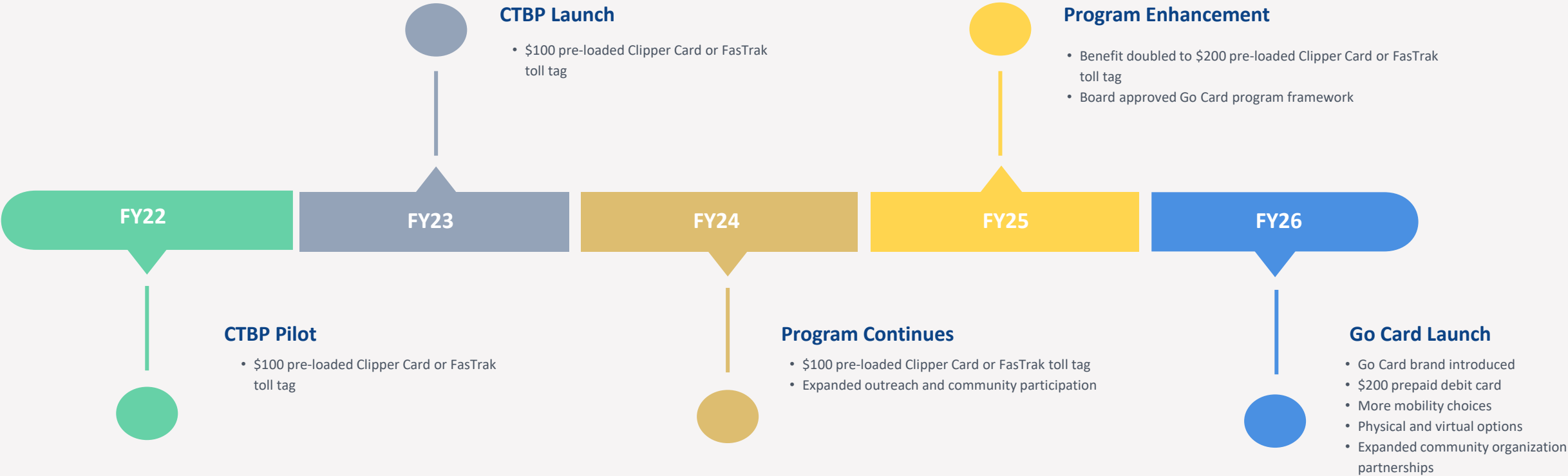
In FY26:

- Average Southbound General Purpose lane speeds were the lowest near Embarcadero Rd. during AM peak period.

FY2026 Annual Go Card Overview

Community Transportation Benefits Program (CTBP) Evolution

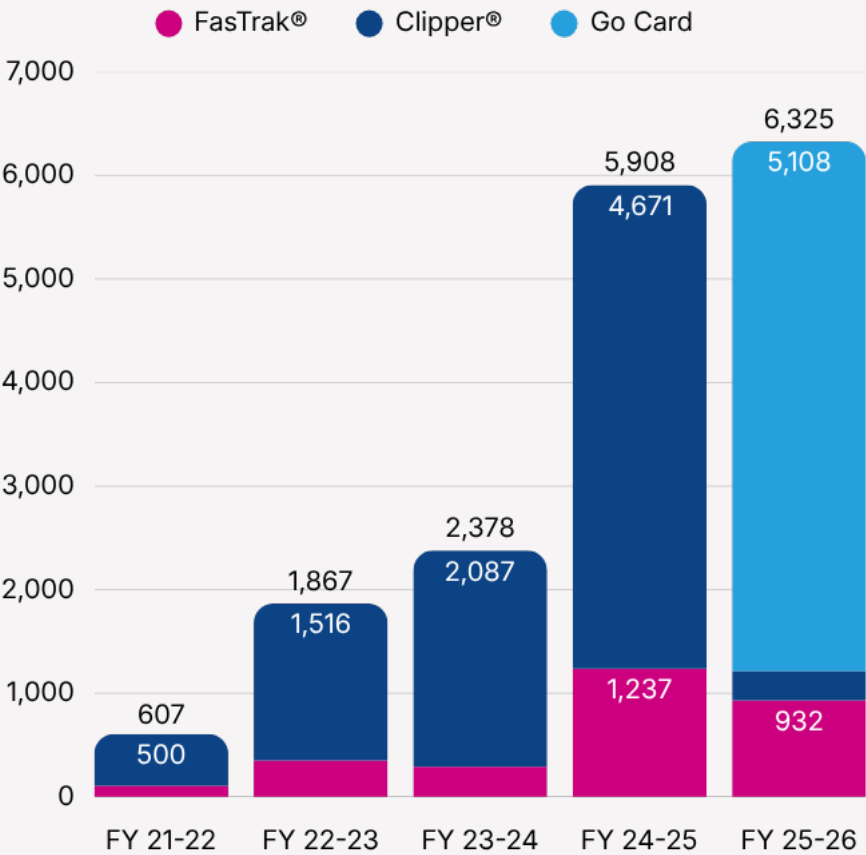
From Clipper® Cards and FasTrak® benefits to the Go Card



Express lane toll revenue is reinvested by the SMCEL-JPA Board to expand access to transportation for eligible San Mateo County residents.

Program Growth

More than 17,000 transportation benefits have been provided since FY22



Since Program Pilot in FY22

17,085
Transportation Benefits

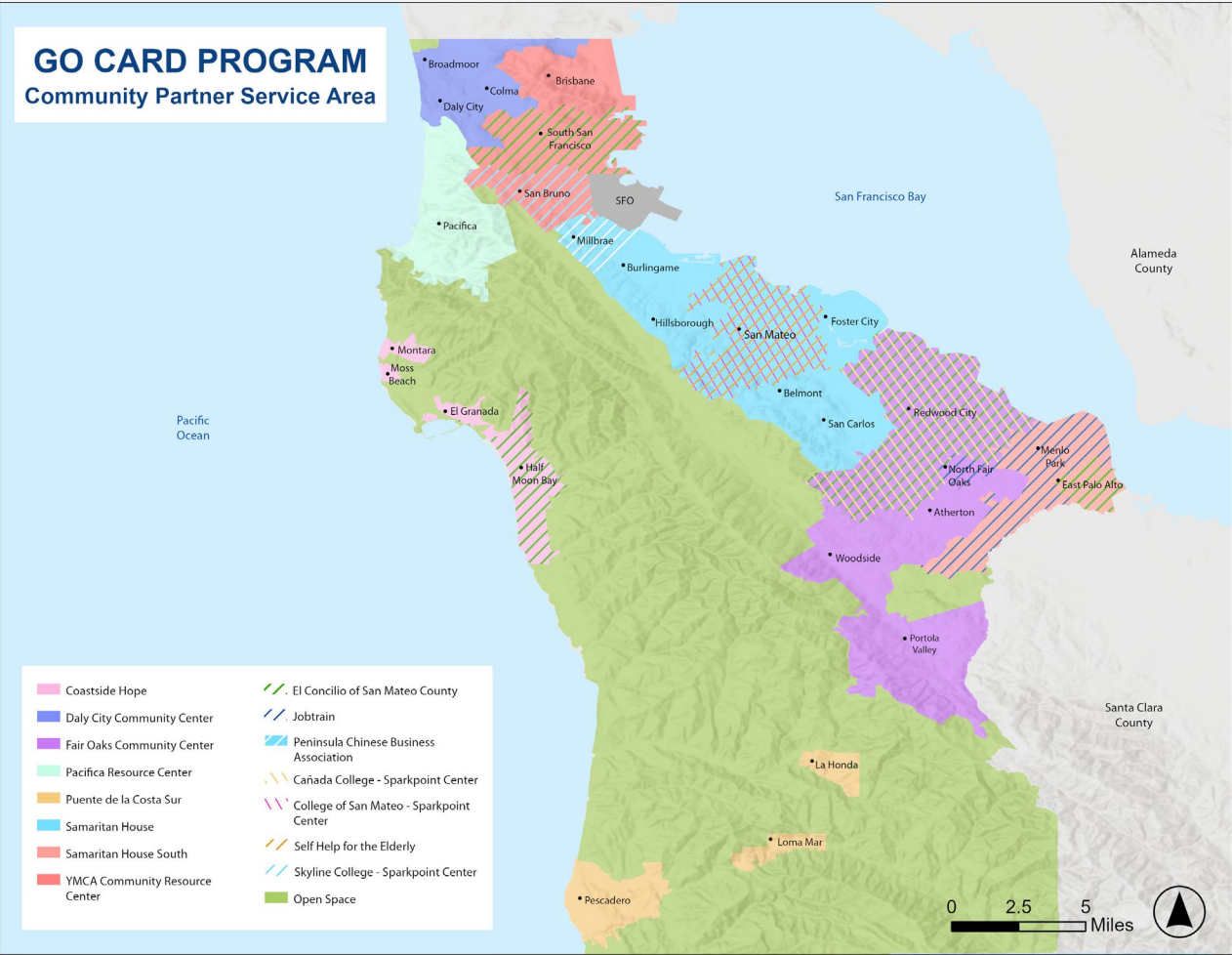
12
Community Partners

\$2.8M
Transportation Assistance

FY22-FY26
Program Years

Go Card Partnerships

Community partners provide countywide access to the Go Card program.

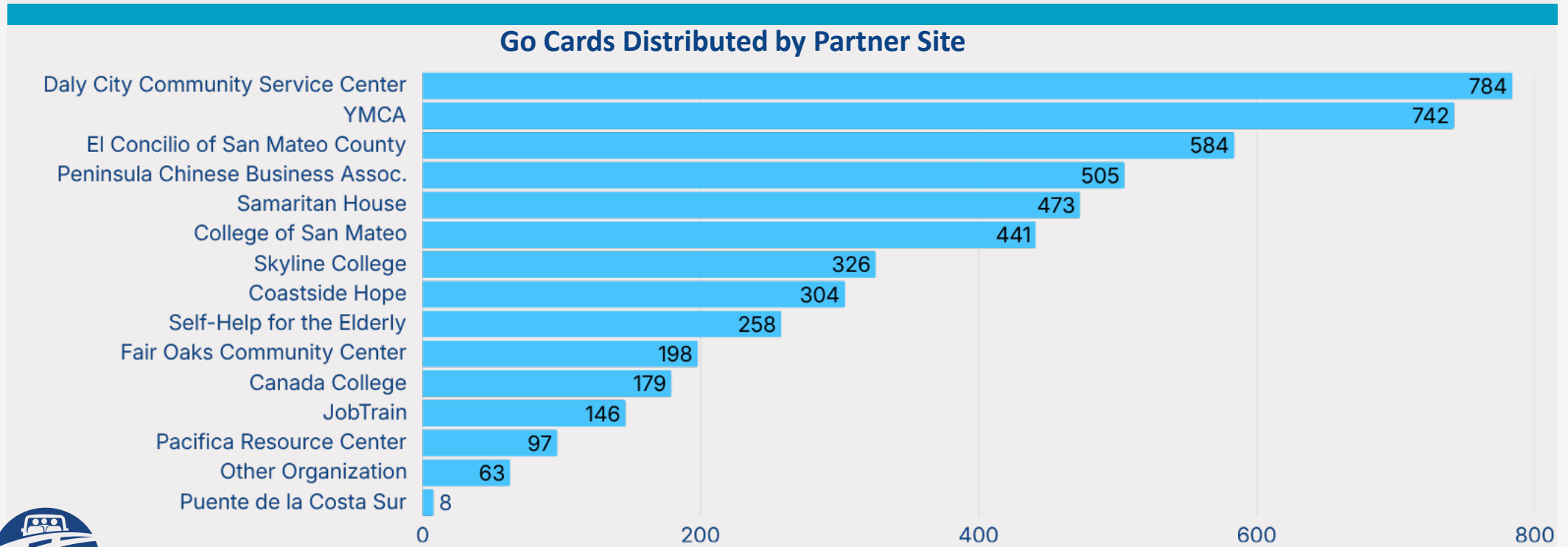


Peninsula Chinese Business Association
美國華聯商會
Leading because we care

Go Card: FY26 Program Reach

During the program's first seven months, 5,108 residents received a \$200 transportation benefit through 12 community partners.

5,108	\$1,021,600	\$200	12
Go Cards distributed	Total amount distributed	Amount per card	Community Partners





Go Card: FY26 Program Reach

32 outreach events reached more than 4,300 San Mateo County residents.





For additional information,
please visit:
101expresslanes.org

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer

Subject: **Legislative Update**

Action

Staff proposes the Board of Directors (Board) receive the attached federal and state legislative updates.

Significance

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the state legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specify, at the appropriate time, those bills on which staff proposes that San Mateo County Transportation Authority (SMCTA) take a formal position.

Prepared By: Michaela Wright Petrik Government and 650-730-4951
Community Affairs Officer

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
Reported: August 14, 2026

It was a busy month in Washington as both the House and Senate departed for the annual August recess. The House recessed on July 23 and is not scheduled to return until Monday, August 31. The Senate was in for two weeks longer than the House; the Senate departed on August 7 and will not return until Monday, September 14. It will be a busy few weeks in September; the federal fiscal year ends on September 30, and both chambers are scheduled to depart by Friday, October 2.

Continuing Resolution (CR) - CRs keep the government funded at current spending levels for as long as they run and are used when Congress is unable to pass appropriations bills. Both the House and Senate passed different versions of a CR prior to leaving. The House CR runs until December 4 and the Senate CR runs until December 11. The most likely scenario is the House passes the Senate CR upon its return in September.

Surface Transportation – the Senate CR extends the current surface transportation law until December 11. Note: this extension includes only programs funded from the Highway Trust Fund and not the advanced appropriations funded in the Infrastructure Investment and Jobs Act (IIJA) legislation. Recall, the IIJA provided \$476.2 billion in authorized transportation funding and \$156 billion in advance appropriations solely for transportation priorities and another \$550 billion in advanced appropriations for additional infrastructure spending.

The CR and the House bill extend only the authorized funding programs and none of the advanced appropriations programs. This will be an issue moving forward as Senate democrats are insisting on advanced appropriations programs being included in the next surface transportation bill.

The House Transportation & Infrastructure Committee (T&I) has passed a surface transportation extension, but neither the full House nor the Senate has taken any action on this front. The most significant challenges are the overall price tag of the bill, inclusion of the rail safety title in the House bill, and the status of the advanced appropriations accounts. We expect several short-term extensions of this bill before a much longer extension sometime next year.

Other House and Senate Action - Prior to leaving for the August recess, the House adopted the latest budget resolution which would lead to Reconciliation 3.0 to provide additional Iran war funding and farmer aid. The Senate confirmed Todd Blanche as U.S. Attorney General and defeated a voter ID bill that stood in as a test vote to address efforts to force a Senate vote on the Safeguard American Voter Eligibility (SAVE) Act. As noted last month, the SAVE Act has become an election rallying cry for the White House and other very conservative factions and will continue to be a factor in delaying Senate consideration of any House-passed legislation.

Kadesh & Associates, LLC 230 Second Street, SE Washington, DC 20003 Ph
202.547.8800

Kadesh & Associates, LLC

This month, SMCTA continues to work with Caltrain and the City of Burlingame to develop Congressional support for the Rail Crossing Elimination (RCE) grant application for the Broadway Grade Separation project. Specific outreach this month included briefing Rep. Mullin's staff and preparing to meet with Senator Schiff's office. This will be an ongoing effort.

SMCTA Bill Matrix – September 2026

Measure	Status	Bill Summary	Recommended Position
SB 830 Arreguín (D) Bay Area Transit Revenue Measure Election Procedures	7/16/26 Signed by the Governor	As chaptered on July 16, 2026, this bill requires a qualified regional transit district revenue measure authorized by SB 63 (Wiener, 2025) to appear on each included county's ballot immediately after the statewide ballot measures and to be designated as "Regional Transit Measure." The bill also requires each county elections official in the district to select from proposed arguments in favor of, and against, the measure, for inclusion in the county voter information guide. The bill included an urgency clause and took effect immediately upon the Governor's signature.	Watch
SB 922 Laird (D) Local Agency Charges: Use of Streets or Highways	8/12/26 This bill is awaiting action by the Governor	As enrolled on August 12, 2026, this bill would explicitly state that local governments may recover the cost of street maintenance and repair of damages caused by public service operations—such as waste hauling—through service-related fees and charges. The bill responds to a recent court decision (<i>Rogers v. City of Redlands</i>) that disrupted long standing local practice and triggered litigation challenging how cities fund road repairs caused by heavy service vehicles. This measure would restore clarity and ensure local governments can continue maintaining safe and reliable streets without shifting costs onto unrelated taxpayers.	Watch
SB 1087 Cabaldon (D) Sustainable Communities Strategies: Transportation Funding Programs	8/13/26 Approved by Assembly Appropriations. To Assembly floor.	As amended on June 25, 2026, this bill makes several changes to California's primary regional transportation and land use planning law, SB 375 (Steinberg, 2008). Specifically, the bill would change the frequency of regional sustainable communities strategy (SCS) updates from every 4 to every 8 years, ensure that regional greenhouse gas reduction targets established by the California Air Resources Board (CARB) reflect local conditions and state policies, eliminate duplicative corridor planning requirements in the Solutions for Congested Corridors Program, and streamline the review and approval process for SCSs by CARB.	Watch
SB 1159 Cabaldon (D) Artificial Intelligence: Transparency and Governance	8/13/26 This bill is awaiting approval on the Assembly floor	As amended on June 25, 2026, this bill would prohibit a person from knowingly using artificial intelligence to falsely represent that a natural person appeared before, submitted information to, or otherwise engaged with a governmental agency. The bill would also clarify that terms like "person," "interested person," "participant," and "member of the public" in California's transparency laws, refer to natural persons and legally recognized entities, not to AI systems capable of autonomously producing infinite comments.	Watch

SMCTA Bill Matrix – September 2026

Measure	Status	Bill Summary	Recommended Position
<u>SB 1187</u> <u>Durazo</u> (D) Open and Public Meetings	8/13/26 This bill is awaiting approval on the Assembly floor	As amended on July 6, this bill would remove requirements enacted by SB 707 (Durazo, 2025) for the translation of eligible local legislative body agendas into specific languages based on data from the American Community Survey. The bill also removes specific requirements for the provision of interpreter services and the accommodation of related equipment and time for interpretation during public meetings. The bill would take effect immediately upon enactment.	Watch
<u>SB 1411</u> <u>Stern</u> (D) Greenhouse Gas Reduction Fund: Highspeed Rail Funding	5/14/26 Held in Senate Appropriations	As amended on April 16, 2026, this bill would have revised the authorization for the California Highspeed Rail Authority to enter new funding commitments with the Greenhouse Gas Reduction Fund dollars outside of the Merced to Bakersfield segment. Specifically, it authorized additional activities related to early work, including utility relocation, geotechnical work, and right-of-way, as well as projects developed through public partnership agreements or public-private partnership agreements, provided that those funding commitments maximized the efficiency of delivering the project and did not delay the completion of the Merced to Bakersfield segment.	Watch
<u>AB 33</u> <u>Aguiar-Curry</u> (D) Autonomous Vehicles	9/9/25 Ordered to Senate inactive file. Two-year bill	As amended on June 30, 2025, this bill would prohibit the delivery of commercial goods directly to a residence or to a business by an autonomous vehicle (AV) without a human operator on any highway within the state and create a civil penalty of \$10,000 for an initial violation and \$25,000 for subsequent violations. The bill also requires the Department of Motor Vehicles to consult with the Highway Patrol, Caltrans, the Air Resources Board, and the Labor and Workforce Development Agency to submit a report to the Legislature on the impact of AVs on safety, jobs, infrastructure, and other matters by 2031 or after 5 years of testing. The report must include a recommendation to the Legislature on whether to retain or modify the requirement for a safety driver in AVs delivering commercial goods.	Watch
<u>AB 259</u> <u>Rubio</u> (D) Brown Act: Remote Participation	7/17/25 Failed deadline in Senate Judiciary	As amended on April 21, 2025, this bill would extend until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.	Supported June 2025

SMCTA Bill Matrix – September 2026

Measure	Status	Bill Summary	Recommended Position
AB 954 Bennett (D) Interregional Transportation: Bicycle Highways	7/9/25 Ordered to Senate inactive file. Two-year bill	As amended on June 30, 2025, this bill requires Caltrans assess incorporating bicycle highways into the interregional transportation strategic plan, to the extent feasible. These provisions replace the bill's prior requirement for Caltrans to develop and fund a pilot program in two major metropolitan areas to establish a branded network of bicycle highways.	Watch
AB 1198 Haney (D) Public Works: Prevailing Wages	8/13/26 Approved by Senate Appropriations. To Senate floor.	As amended on January 22, 2026, this bill would require, commencing January 1, 2027, during any semiannual period where the director of the Department of Industrial Relations (DIR) determines that there has been a change in a prevailing wage rate in any locality, the director's determination shall apply to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027.	Watch
AB 1244 Wicks (D) CEQA: Transportation Impact Mitigation	7/17/25 Failed deadline in Senate Environmental Quality	As amended on April 23, 2025, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program, which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation to determine appropriate mitigation funding amounts and update them at least every three years.	Watch
AB 1421 Wilson (D) Road Usage Charge Technical Advisory Committee	1/29/26 In Senate Rules for referral to committee	As amended on January 5, 2026, this bill would require the California Transportation Commission and the California State Transportation Agency to consult with state agencies and stakeholders, including local government and regional transportation agencies, and submit a report to the Legislature by January 1, 2027 on research and recommendations related to a road user charge or a mileage-based fee system. The report must include discussion of inequities for low-income drivers with less fuel-efficient vehicles, impacts of a weight-per-mile fee on the auto industry, and solutions for capturing out-of-state vehicles.	Watch

SMCTA Bill Matrix – September 2026

Measure	Status	Bill Summary	Recommended Position
AB 1557 Papan (D) Vehicles: Electric Bicycles	5/14/26 Held in Assembly Appropriations	As amended on April 16, 2026, this bill imposes a new limitation of 250 watts of continuous power for class 1 and 2 electric bicycles. The bill also provides that no one under 16 years old shall operate an e-bike with a motor capable of exceeding 250 watts of continuous power and authorizes law enforcement to remove a vehicle operated in violation of this provision. Current state law limits e-bike motors to 750 watts. AB 1557 also provides that all classes of e-bikes manufactured prior to January 1, 2027 with motors that are not capable of exceeding 750 watts of continuous power and which meet other legal requirements may retain their current classifications, creates a new definition of “cargo electric bicycle,” and provides that such e-bikes can be equipped with electric motors with maximum continuously rated power of 750 watts.	Watch
AB 2059 Wilson (D) CEQA: Vehicle Miles Traveled Mitigation Measures	8/13/26 Approved by Senate Appropriations. To Senate floor.	As amended on April 22, 2026, this bill would specify that a transportation project is presumed to have a less than significant vehicle miles traveled (VMT) impact under the California Environmental Quality Act if at least 80% of the project is located within one or more “non-metropolitan” counties. The definition of “non-metropolitan counties” used in the bill comes from a state affordable housing program and includes all counties located outside of a Metropolitan Planning Organization, as well as the County of San Benito.	Watch
AB 2168 Wicks (D) Active Transportation Program Guidelines.	8/13/26 This bill is awaiting approval on the Senate Floor	As amended on June 22, 2026, this bill, effective January 1, 2028, expands the types of projects eligible for the state’s Active Transportation Program (ATP) to include projects that provide access to transit and school bus stops. The bill also requires the California Transportation Commission to include in the ATP guidelines incentives to attract other funding for larger-scale projects, penalties for failure to use ATP funds in a timely manner, and requirements for applicants to consult with transit agencies when a project will be adjacent to bus, shuttle or paratransit routes.	Watch
AB 2552 Ávila Farías (D) CEQA: Vehicle Miles Traveled Statewide Mitigation Bank	4/29/26 Referred to Assembly Appropriations	As amended on April 16, 2026, this bill would provide that lead agencies for land use projects with vehicle miles traveled (VMT) impacts under CEQA may only require contributions to the statewide VMT mitigation bank, which is being created pursuant to AB 130 (2025), if the cost of mitigation is less than or equal to other mitigation measures required by the lead agency or, if it is the only required mitigation measure, that it is the “least cost” mitigation measure that is feasible.	Watch

SMCTA Bill Matrix – September 2026

Measure	Status	Bill Summary	Recommended Position
<u>AB 2560</u> <u>Schultz</u> (D) Climate Action Plan for Transportation Infrastructure Goals	6/24/26 Held in Senate Appropriations	As amended on April 15, 2026, this bill would have codified the current goals of Governor Newsom's Climate Action Plan for Transportation Infrastructure (CAPTI). Amendments taken to address concerns of the Assembly Transportation Committee and stakeholders removed language that would have applied the current CAPTI goals to six specific formulaic and competitive state transportation funding programs and authorized the California State Transportation Agency (CalSTA) to continue to update CAPTI goals in the future.	Watch
<u>AB 2595</u> <u>Papan</u> (D) San Mateo Electric Bicycle Safety Pilot Program	6/25/26 This bill is awaiting approval on the Senate Floor	As amended on June 15, 2026, this bill would create a pilot program until 2031 authorizing a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. Violations would be punishable by warning notices within the first 60 days of the prohibition and then by \$25 fines. The bill would also require a 30-day public awareness campaign prior to commencement of the pilot and a report to the Legislature by January 1, 2030 on the results of the pilot program.	Watch



August 17, 2026

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: **STATE LEGISLATIVE UPDATE – September 2026**

General Update

The Legislature returned to session on August 3 following its monthlong summer recess. On August 13, the Appropriations Committees in both houses met to dispense with their suspense files. The suspense hearings have high stakes for authors, as hundreds of bills are either approved and move to the floor—sometimes with amendments drafted by the Appropriations Committee to contain costs—or are “held under submission” without a formal committee vote and can no longer advance. In the Assembly, 213 of the 293 total measures advanced from the suspense file, while the Senate approved 412 of the total 561 measures on their agenda.

Bills that are still moving forward must be approved on the Senate or Assembly floor prior to adjournment on August 31. If a bill was amended in the opposite house, it must return to its house of origin for a concurrence vote in the other house’s amendments before being sent to Governor Newsom’s desk. As always, legislators can gut and amend bills to address new topics—and bills that call elections, levy taxes, appropriate state funding, or include an urgency clause are exempt from some deadlines and can move rapidly in the final weeks of session. Unlike typical bills, these measures can be approved after 12 A.M. on September 1. One key deadline the Legislature can’t waive is the constitutional requirement for bills to be in print for at least 72 hours before a floor vote is taken.

Senate Budget Discusses Cap and Invest Funding

Senate Budget & Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection and Energy held a hearing on August 12 to consider unresolved climate issues for the 2026-27 state budget: the Proposition 4 climate bond expenditure plan and allocations from the Greenhouse Gas Reduction Fund (GGRF). No actions were taken during the hearing, but it allowed the subcommittee members to stake out positions, hear from the Administration and Legislative Analyst’s Office (LAO), and receive public comment.

Democratic members of the Subcommittee expressed support for funding “Tier 3” Cap and Invest programs, including transit, affordable housing, air quality, and clean drinking water programs. They also expressed support for maintaining one-time transit funding commitments SB 125 (2023), which was slated to provide \$230 million to transit agencies in 2026-27. When Senators pressed the Administration on their plans for these programs, the Department of Finance indicated it did not have a proposal to backfill the funds. The Administration anticipates only \$2.7 billion in total GGRF revenue in 2026-27, whereas \$4.3 billion would be required to fully fund the Tier 3 programs under current law.

The LAO reminded the subcommittee that there is \$250 million in unallocated “Tier 2” discretionary funding, \$121 million in unallocated fund balance, and a potential \$500 million in interest earnings in 2026-27. These funds are the most likely source the Legislature could tap to address the Tier 3 shortfall, although the Department of Finance raised concerns that redirecting interest earnings would create a general fund shortfall elsewhere.

Proposition 45: CEQA Overhaul for Transportation & Other Projects

A coalition led by the California Chamber of Commerce qualified Proposition 45 for the ballot. The initiative would authorize project proponents to utilize a significantly changed process for the review and approval of projects under the California Environmental Quality Act (CEQA). Eligible projects include a variety of “essential” infrastructure projects, including transportation, housing, energy, broadband, education, public health, public safety, and water. Prop. 45 is supported by business groups, housing developers, contractor organizations, utility companies, and hospitals, among others. The measure establishes deadlines for public agencies to complete environmental review and take required actions for projects deemed essential by the proposition.

Specifically, Proposition 45 would make the following changes to the CEQA process for qualifying projects that elect to use the new procedures:

- Lead agencies would have 30 days to review applications for completeness. If they fail to meet the deadline, applications would be deemed complete.
- Lead agencies would have 365 days to complete an Environmental Impact Report (EIR) and 180 days to complete a Negative Declaration/Mitigated Negative Declaration (ND/MND)
- Public comment would be limited to 20 days for an ND/MND and 45 days for an EIR. These timelines could only be extended by a court order.
- Required analysis of alternatives would be limited to 3 scenarios: the preferred project, a “no-project” alternative, and one alternative project.
- Changes the court review process for project approvals by setting deadlines for filing and resolving lawsuits and limiting the evidence and relief the court can consider and order.

The impacts of Proposition 45 would be especially far-reaching for transportation infrastructure because of the measure’s broad definition of “essential transportation projects.” Any state or local road, highway, or transit fixed guideway project that is eligible to receive fuel tax funding under the California Constitution, as well as any electric vehicle charging and refueling infrastructure, is defined as an essential project, although the measure excludes the California High-Speed Rail project. Local agencies that are advancing an essential transportation project can elect to use some, all, or none of Prop. 45’s CEQA streamlining provisions. If they elect to utilize these procedures, then the project must utilize a “skilled and trained” workforce or the work must be subject to a project labor agreement.

Bills of Interest

AB 1198 (Haney) Public Works: Prevailing Wages – Watch

Starting in 2027, AB 1198 by Assemblymember Matt Haney (D-San Francisco) would require, during any six-month period where the director of the Department of Industrial Relations (DIR) determines that there has been a change in a prevailing wage rate in any locality, that the director’s determination shall apply to any public works contract that is awarded, or for which a notice to bidders is published, after July 1, 2027. AB 1198 is supported by various construction trades unions and affiliated contractor

groups. The bill is opposed by a variety of local government and public agency representatives who are concerned with cost increases while public works projects are under development. **The Senate Appropriations Committee approved AB 1198 at its August 13 suspense file hearing.**

AB 2560 (Schultz) Climate Action Plan for Transportation Infrastructure – Watch

AB 2560 by Assemblymember Schultz (D-Burbank) was a priority measure for the California State Transportation Agency (CalSTA) and would have codified the current goals of Governor Newsom’s Climate Action Plan for Transportation Infrastructure (CAPTI). The Senate Appropriations Committee, which is chaired by Sabrina Cervantes (D-Riverside), was skeptical of the bill’s approach. The Committee analysis noted that AB 2560 “could limit the ability to direct transportation funding to other projects that may have a higher priority in the future, including projects to address congestion management, capacity expansion, or rehabilitation and maintenance.” **This bill was held under submission in the Senate Appropriations Committee on August 13.**