



CAPITAL PROJECTS Quarterly Status Report

FY2024 Q3: January 1, 2024 - March 31, 2024

Report prepared for the June 6, 2024 Board Meeting



Top-Left: US 101/SR 92 Interchange

Top-Right: SR 84/US 101 Reimagined Project Vicinity

Bottom-Left: New SamTrans Bus Route EPX via US 101 Express Lanes

Bottom-Right: Broadway Burlingame Bike/Ped Overcrossing

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TABLE OF CONTENTS

FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

Program Category	Page #
Highway Program	5
Caltrain - Grade Separation and Special Projects	40
Bicycle & Pedestrian	52
Ferry	55
Alternative Congestion Relief/Transportation Demand Management	56

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HIGHWAY PROGRAM SUMMARY TABLE

FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	7	●	●	●	●	●	●
000622	US 101/Willow Interchange	9	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	11	●	●	●	●	●	●
000791	US 101/Express Lanes	14	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	17	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	19	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	21	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	23	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	25	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	28	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	30	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	32	●	●	●	●	●	●
100662	Dumbarton Roadway Improvements	34	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	36	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	38	●	●	●	●	●	●



HIGHWAY PROJECTS - PERFORMANCE STATUS DEFINITIONS

SECTIONS	 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 more than 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.

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).

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

Sponsor: City of Burlingame
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: Landscaping PS&E and ROW Close-Out (Activity 16)
Future Funded Phases: Landscaping Construction (Activity 16)

PHASE OVERVIEW:
 Right of Way (ROW) close-out for 101/Broadway Interchange and Plans, Estimates and Specifications (PS&E) for the interchange landscaping

STATUS OVERVIEW:

Percent Complete:		48%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

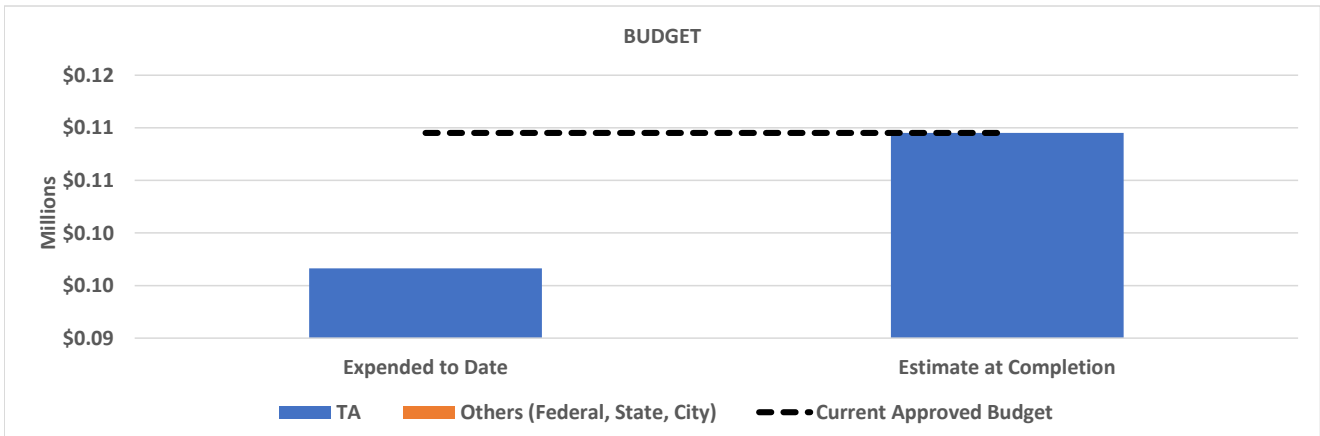
PROJECT DESCRIPTION:

The US 101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining tasks include installation of highway planting within State ROW and ROW Close-Out activities. Replanting will take place outside environmentally sensitive/jurisdictional areas and within Caltrans boundaries.

The purpose of the Project is to improve traffic movements and access around the US 101/Broadway interchange; accommodate future increases in traffic at intersections in and adjacent to the interchange; improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; and increase bicyclist and pedestrian access across US 101 and around the interchange.

STATUS SUMMARY:

While construction of the US 101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW Close-Out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, TA staff re-started work for the completion of the ROW close-out and the PS&E of the landscaping. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. Encroachment permit with Caltrans for the construction phase is underway.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$109,513	\$96,633	\$12,880	88%	\$109,513	\$0
Others (Federal, State, City)	\$0	\$0	\$0	0%	\$0	\$0
Total Project	\$109,513	\$96,633	\$12,880	88%	\$109,513	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Plant Establishment (City ROW)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/28
Highway Planting Design	05/06/19	06/30/20	05/06/19	08/31/22	05/06/19	07/30/24
City ROW close out	09/11/17	05/04/20	09/11/17	05/04/20	09/11/17	10/30/24

PROGRESS THIS QUARTER:

1. Coordinated on the PG&E procedure for a water supply line crossing Rollins Road.
2. Developed the Work Directive Proposal Request (WDPR) for the Design Support During Construction.
3. Revised plans and specifications to include PG&E procedures.
4. Responded to Caltrans' comments and sent them the 100% PS&E package.
5. Developed Caltrans encroachment permit application package.
6. Updated the Right of Way (ROW), Plat and Legal for Joint Use Agreement.
7. Drafted MOU for the landscaping construction phase.

FUTURE ACTIVITIES:

1. Complete the encroachment permit associated documents and submit to Caltrans for approval.
2. Provide input and prepare for DSDC services.
3. Work on the WDPR for the Resident Engineer during construction phase.
4. Finalize the Right-of-Way Record Maps and Record of Survey and submit for approval.
5. Execute MOU with the City of Burlingame.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2746 (PS&E, ROW)	2/21/20	N/A	N/A	Establishes TA as sponsor and implementing agency for PS&E and ROW for landscaping component
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

Sponsor: City of Menlo Park
Implementing Agency: City of Menlo Park
SMCTA Role: Funding Agency
Current Phase: Landscaping PS&E (Activity 16)
Future Funded Phases: Landscaping CON (Activity 16)

PHASE OVERVIEW:
 Design and construction of US 101/ Willow Road interchange landscaping

STATUS OVERVIEW:

Percent Complete:		10%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

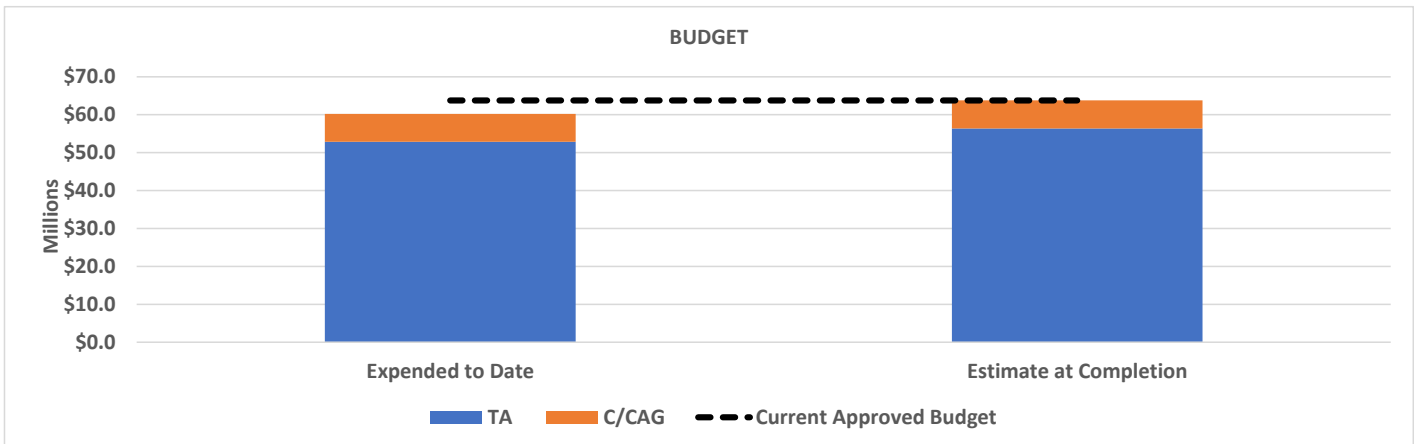
PROJECT DESCRIPTION:

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 is currently leading development of the landscaping plans, specifications, and estimates. The City, TA, and Caltrans are now under agreement to finalize the design and construct the project landscaping. The TA will serve as the implementing agency for landscaping construction. Landscaping construction cooperative agreement with Caltrans signed in September 2023.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$56,400,000	\$52,857,648	\$3,542,352	94%	\$56,400,000	\$0
C/CAG (State Transportation Improvement Program)	\$7,360,534	\$7,360,534	\$0	100%	\$7,360,534	\$0
Total Project	\$63,760,534	\$60,218,182	\$3,542,352	94%	\$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	03/30/25	10/01/23	03/30/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	06/30/29	06/24/25	06/30/29

PROGRESS THIS QUARTER:

1. Prepared 60% plans, specifications and estimates.
2. Coordinated design details, encroachment permit, and utility information with Caltrans.

FUTURE ACTIVITIES:

1. Continue development of construction documents.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/08/28	Establishes City as the implementing agency for landscaping PS&E; and TA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/TA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities

PROJECT: US 101/WOODSIDE ROAD (SR 84) INTERCHANGE

Project ID: 000768

Sponsor: City of Redwood City
Implementing Agency: City of Redwood City
SMCTA Role: Funding Agency
Current Phases: PS&E, ROW Support (Activities 13, 14)
Future Funded Phases: Construction (Activity 16)

PHASE OVERVIEW:
 Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW)
 Support for US 101/Woodside Road (SR 84) interchange improvements

STATUS OVERVIEW:

Percent Complete:		80%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

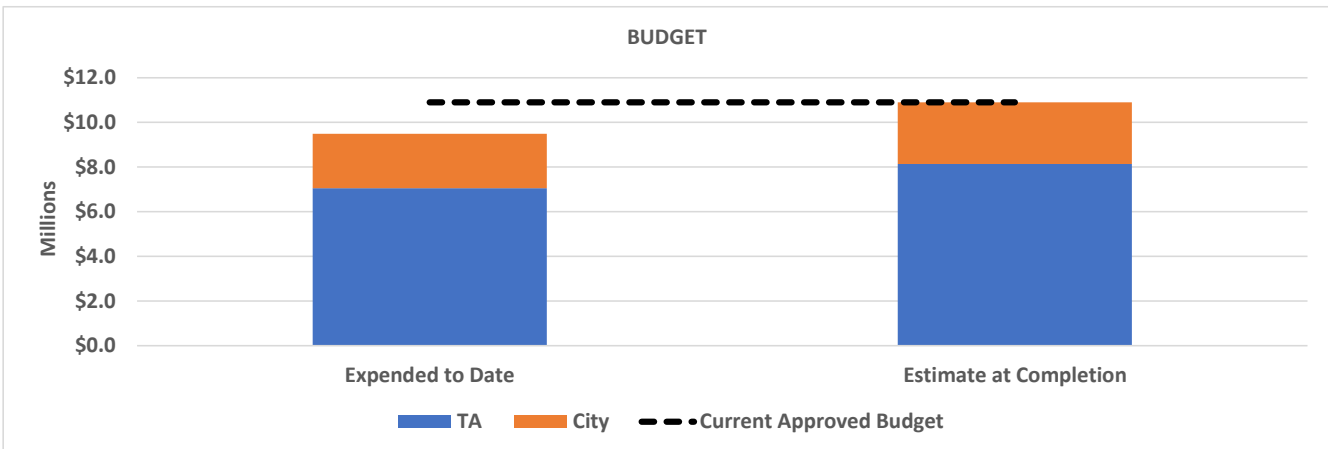
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road 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 goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized travel and minimizing impacts on nearby businesses. 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.

STATUS SUMMARY:

Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and Right-of-Way support phase. The City paused design activities at the completion of the 95% design task while securing funding for the construction phase. The City completed its review of ROW acquisition requirements in February 2023, and the City Council accepted and approved the process and commencement of the ROW acquisition and has restarted final design.

The focus of this quarter was continued stakeholder engagement, finalizing the Charter with Caltrans to establish an Executive Steering Committee, completion of additional grant applications, continued development of the baseline project schedule, and oversight of PS&E and R/W support work performed by project consultants.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,140,000	\$7,049,630	\$1,090,370	87%	\$8,140,000	\$0
City	\$2,760,000	\$2,437,391	\$322,609	88%	\$2,760,000	\$0
Total Project	\$10,900,000	\$9,487,021	\$1,412,979	87%	\$10,900,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (95%)	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/21
PS&E (Final)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	12/31/25
ROW Appraisals (Draft)	08/01/17	05/01/20	08/01/17	12/31/23	04/01/23	03/31/24
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	12/31/25

PROGRESS THIS QUARTER:

1. Finalized draft Charter and circulated for signatures to establish the Executive Steering Committee.
2. Developed new slide deck to illustrate new data on the regional significance of the Port, equity accommodations, bicycle and pedestrian facilities, jobs, and housing.
3. Prepared slide decks for presentations to different stakeholders: CTC executive leadership, Kaiser Permanente and Stanford University.
4. Coordinated additional PS&E services, including updating the scope of services and budget to support Caltrans advertisement, awarding, and administering of the capital construction contract.
5. Continued meetings with AECOM on design status, utility relocations progress, and UPRR progress.
6. Prepared RAISE grant application; preparing for SS4A application and INFRA 2024 application.
7. Updated Project website to ensure grant evaluators have access to the most accurate and up-to-date information.
8. Worked with AR/WS to address various issues with parcels, confirm mapping, and prepare materials for funding agreement supporting documentation to the TA.

FUTURE ACTIVITIES:

1. Approval of additional PS&E scope and budget.
2. Meet with utility providers as needed.
3. Conduct stakeholder outreach (e.g., school, medical care facilities, the Port).
4. Execute and implement the Project Charter.
5. Respond to UPRR inquiries and comments.
6. Initiate the process to secure the SMCTA's funding agreement for R/W capital.
7. Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.
8. Make offers on required parcels.
9. Amend AECOM design contract, and GBS contract to acquire and implement eBuilder.

KEY ISSUES:

Because UPRR approval of the Project is on the critical path, it is essential to come to an agreement with UPRR on the design of the at-grade crossings and 101 ramp structures. The City has made the submittal to UPRR and is in the process of scheduling the site visit for mandatory consultation.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Agreement establishes Redwood City as sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
FA - City/TA	08/01/17	12/31/20	09/30/20	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	12/06/19	06/30/21	12/31/20	Schedule extension due to Project Management changes

Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension requested for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds addition by Sponsor

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

Sponsors: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding Agency/Co-Implementer/Co-Sponsor
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction for the addition of express lanes on US 101 between Santa Clara County and Interstate 380

STATUS OVERVIEW:

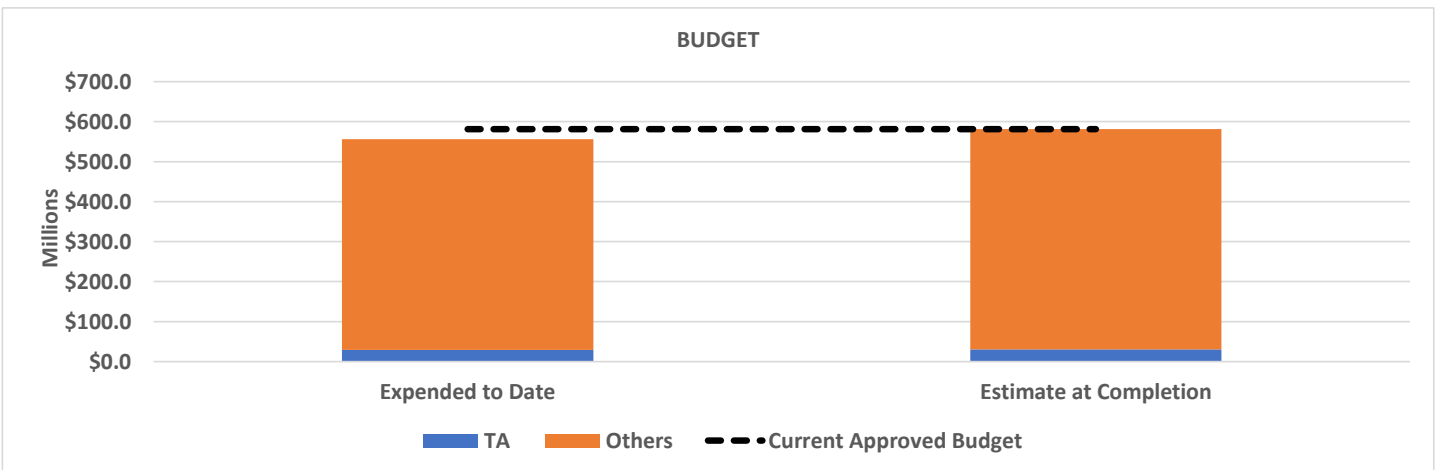
Percent Complete:		98%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

The San Mateo 101 Express Lanes Project is a multi-year, multi-agency project initiated to reduce traffic congestion and encourage carpooling and transit use on US 101 in San Mateo County. The Project created 22 miles of express lanes in both directions on US 101 from the San Mateo County/Santa Clara County line to I-380 in South San Francisco. The San Mateo 101 Express Lanes seamlessly connect to the express lanes in Santa Clara County. The express lanes were designed to maintain speeds of 45 miles per hour or greater, resulting in reduced and more reliable travel times.

STATUS SUMMARY:

The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019 and in March 2020 for the northern segment. Both the southern and northern segments are now complete and operational. Closeout of the construction contract and early activities for the project landscaping are underway.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,935,662	\$1,564,338	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,150,571	\$12,849,429	\$95,000,000	\$0	86%
Loan/Future Toll	\$86,500,000	\$85,039,337	\$1,460,663	\$86,500,000	\$0	98%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$297,364,813	\$9,305,187	\$306,670,000	\$0	97%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
Total Project	\$581,170,000	\$555,990,384	\$25,179,616	\$581,170,000	\$0	96%

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23
Landscaping	03/03/23	12/31/27	03/03/23	12/31/27	03/03/23	12/31/27

PROGRESS THIS QUARTER:

1. Continued closeout of punch list items including transfer of filing records and development of as-builts for the construction of the northern and southern segments.

Project Landscaping:

1. Completion of fiber roll installation for erosion control, irrigation check and test, demolition of existing irrigation, and irrigation layout & installation.
2. Caltrans completed the pre-construction survey.
3. Caltrans commenced construction activities.

FUTURE ACTIVITIES:

1. Complete closeout activities.

Landscape Phase

2. Continue construction activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement - Facebook/TA	03/20/19	03/19/22	03/19/22	Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18
Cooperative Agreement 04-2733 - Caltrans/CCAG/TA	06/06/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the South Segment
Cooperative Agreement 04-2726 - Caltrans/CCAG/TA	11/12/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the North Segment
Funding Agreement - BAIFA/TA	11/20/19	N/A	N/A	Establishes BAIFA as a funding partner for Civil Project expenses
Cooperative Agreement 04-2767 - Caltrans/CCAG/TA	07/16/20	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work
Cooperative Agreement 04-2767 - Amendment 1	07/16/20	N/A	N/A	Adjustment of Construction Support and Construction Capital funding
Cooperative Agreement 04-2726 Amendment 1	11/02/21	N/A	N/A	Adjustment of Construction Support and ROW Support funding
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping

PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

Sponsor: City of East Palo Alto
Implementing Agency: City of East Palo Alto
SMCTA Role: Funding Agency
Current Phase: Construction (Activities 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction of US 101/University Avenue interchange improvements inclusive of bicycle and pedestrian improvements

STATUS OVERVIEW:

Percent Complete:		25%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

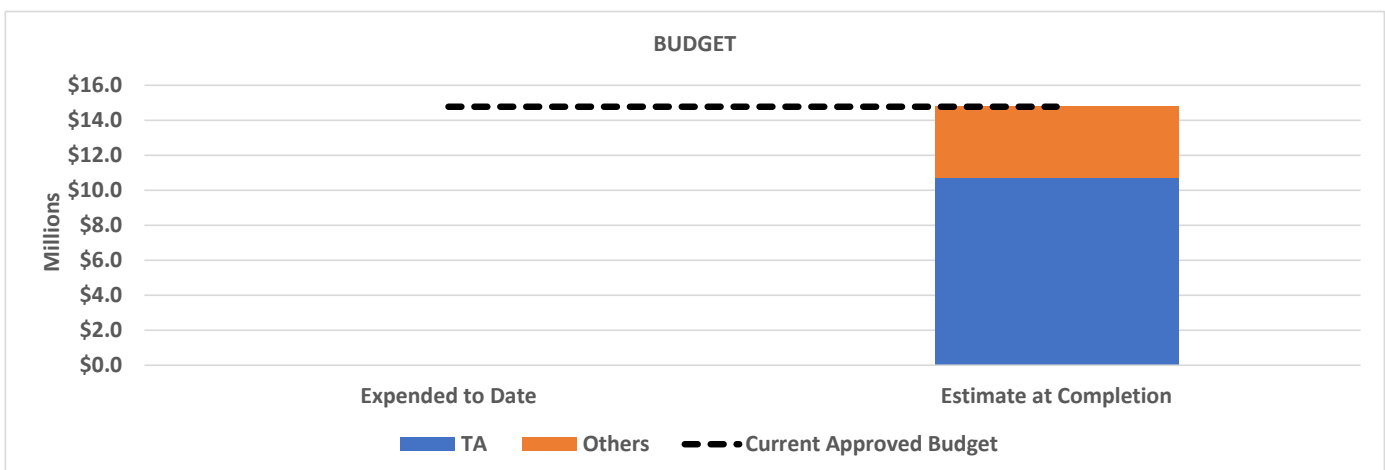
The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three 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 for people walking and biking to access nearby schools, business centers, retail areas, and transit stops.

STATUS SUMMARY:

A Project Study Report was approved for the Route 101/University Avenue interchange modification in December 1990. Due to the economy, the project did not progress until 1998 when it was reactivated as part of a Master Developer Agreement for the City's University Circle Redevelopment project. Since then, the project has been through several review processes and approvals with Caltrans. The project was environmentally cleared in November 2017. Caltrans approved the project in January 2020 based on the Project Report, dated October 2019. The project completed Final Project Specifications & Estimate and Right of Way in December 2022.

The City and TA entered into a Funding Agreement in February 2023 to initiate the construction phase. The City awarded a contract to MCM Construction, with Ghirardelli Associates to handle construction management. Construction activities began in July 2023. The project foundations have since been completed and stormwater pollution control is underway.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,700,000	\$0	\$10,700,000	0%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$0	\$771,000	0%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	0%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$14,773,200	\$0	\$14,773,200	0%	\$11,700,000	\$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	06/01/25	03/01/23	06/01/25

PROGRESS THIS QUARTER:

1. Completed large diameter foundations.
2. Continued construction on bridge columns and bridge abutment foundations.
3. Provided traffic management through the active construction site.
4. Continued storm water pollution control.

FUTURE ACTIVITIES:

1. Intersection improvements at University Ave/Donohoe St and University Ave/Woodland Ave.
2. Begin construction of bike path near University Ave/Donohoe St.
3. Begin falsework construction over US 101.

KEY ISSUES:

None.

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

PROJECT: US 101/PENINSULA AVE INTERCHANGE

Project ID: 000801

Sponsor: City of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) to relocate southbound US 101 on- and off-ramps from Poplar Ave to Peninsula Ave

STATUS OVERVIEW:

Percent Complete:		80%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

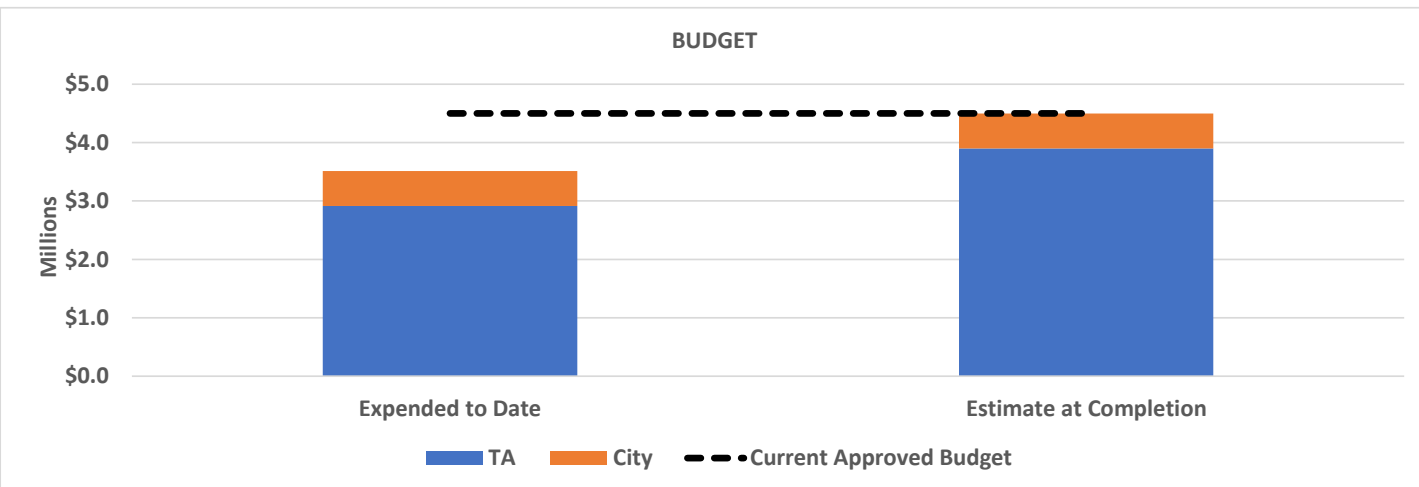
PROJECT DESCRIPTION:

Project Approval and Environmental Document (PAED) to relocate the US 101 southbound on- and off-ramps from Poplar Avenue to Peninsula Avenue which will eliminate a button-hook partial interchange with existing safety issues and create a single, regional-serving, full-access interchange at Peninsula Avenue and Airport Boulevard. The Project will provide enhanced bicycle and pedestrian improvements on Peninsula Avenue from Humboldt Street to Bayshore Boulevard.

STATUS SUMMARY:

While two alternatives are being studied through the current Project Approval and Environmental Document (PAED) phase, significant right-of-way impacts have been identified. One design alternative requires acquiring over 26 small business properties and a 76-unit affordable multi-family housing development. The second option has slightly less property impacts and requires acquiring 21 small business properties. While the second alternative could preserve the 76-unit housing development, it would severely impact the housing’s parking, lobby, and common areas. Under either alternative, there are also partial impacts to seven other multifamily housing units in the immediate area. Depending on the design option selected, the right-of-way acquisition costs for the project are estimated to be between \$96 million and \$150 million with the total project costs estimated to be between \$168 million and \$226 million.

Given these significant impacts, the City of San Mateo conducted an alternatives development workshop on March 25th to see if there are any other feasible designs that could reduce the right-of-way needs while achieving the project goals. The workshop did not identify any new alternatives to limit the property impacts. The City also considered relocation options for the affected affordable housing units but determined it would not be feasible. The City plans to present these findings to their city council in July 2024. If the project doesn’t advance, the City may investigate the potential for complete streets improvements in the project area.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,900,000	\$2,915,193	\$984,807	75%	\$3,900,000	\$0
City	\$600,000	\$600,000	\$0	100%	\$600,000	\$0
Total Project	\$4,500,000	\$3,515,193	\$984,807	78%	\$4,500,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	09/30/23

PROGRESS THIS QUARTER:

1. The City conducted an alternatives development workshop on March 25th to see if there are any other feasible designs that could reduce the right-of-way needs while achieving the project goals.
2. The City is working with the project consultant to summarize the alternatives explored so far.

FUTURE ACTIVITIES:

1. The City plans to present the findings from the workshop to their city council in July 2024, a potential recommendation is to consider cancelling the project.

KEY ISSUES:

1. The updated ROW costs are excessive and there is no viable funding plan for the project.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - TA/City of San Mateo	03/18/16	06/30/18	12/31/17	Identifies TA as implementing agency and scope of work as PAED
Cooperative Agreement	01/12/17	N/A	N/A	Identifies TA as implementing agency and scope of work as PAED
MOU Amendment 1	07/11/18	06/30/20	12/31/19	Extended term of MOU
RESO (Funding)	10/01/15	N/A	N/A	Board Resolution 2015-19, programmed and allocated \$2.5M for the PAED phase
MOU - TA/City of San Mateo (PAED)	11/01/21	12/31/22	06/30/22	Identifies scope of work as PAED, funding commitments from TA and San Mateo
RESO (Funding)	12/02/21	N/A	N/A	Board Resolution 2021-33, programming and allocating \$6M in funding for PAED, PS&E, ROW Phases

PROJECT: HIGHWAY 92/SR 82 (EL CAMINO REAL) INTERCHANGE

Project ID: 000805

Sponsor: City of San Mateo
Implementing Agency: City of San Mateo, Caltrans
SMCTA Role: Funding Agency
Current Phase: Landscaping Construction (Activity 16)
Future Funded Phases: None

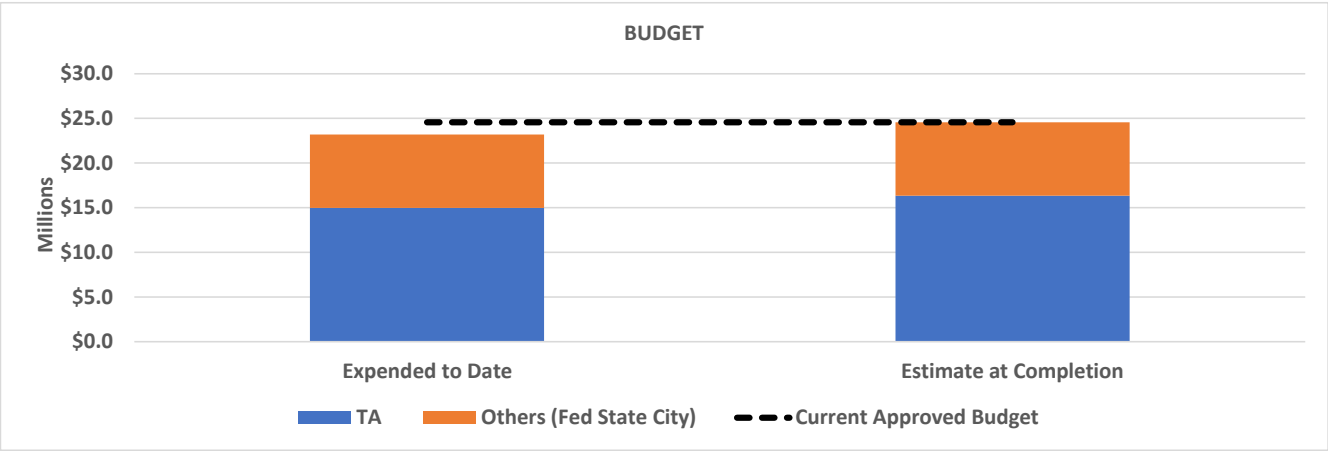
PHASE OVERVIEW:
 Construction of Highway 92/SR 82 Interchange Project, including landscaping improvements

STATUS OVERVIEW:

Percent Complete:		48%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
 This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.

STATUS SUMMARY:
 Caltrans Headquarters approved the Project Approval and Environmental Document and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans Right-of-Way. City of San Mateo has completed the design for highway landscaping and irrigation improvements and is expected to advertise for construction in spring 2024 with estimated construction starting in summer 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$16,356,650	\$14,973,103	\$1,383,547	92%	\$16,356,650	\$0
Federal	\$1,980,000	\$1,980,000	\$0	100%	\$1,980,000	\$0
State	\$5,050,000	\$5,047,826	\$2,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,182,464	\$1,385,721	94%	\$17,538,185	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (landscaping)	07/01/17	02/01/22	07/01/17	02/01/22	07/01/17	12/31/23
Construction (Landscaping)	09/01/22	12/01/27	09/01/22	12/01/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. Caltrans issued encroachment permit in February 2024.

FUTURE ACTIVITIES:

1. City to advertise highway landscaping for construction in spring 2024.
2. Start construction of highway landscaping in summer 2024.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	04/04/22	12/30/27		Board Resolution No. 2015-19

PROJECT: HIGHWAY 1 (SR 1) SAFETY AND OPERATIONAL IMPROVEMENTS

Project ID: 000823

Sponsor: City of Half Moon Bay
Implementing Agency: City of Half Moon Bay
SMCTA Role: Funding Agency
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Construction phase for safety and operational improvements along Highway 1 (SR 1)

STATUS OVERVIEW:

Percent Complete:		20%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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.

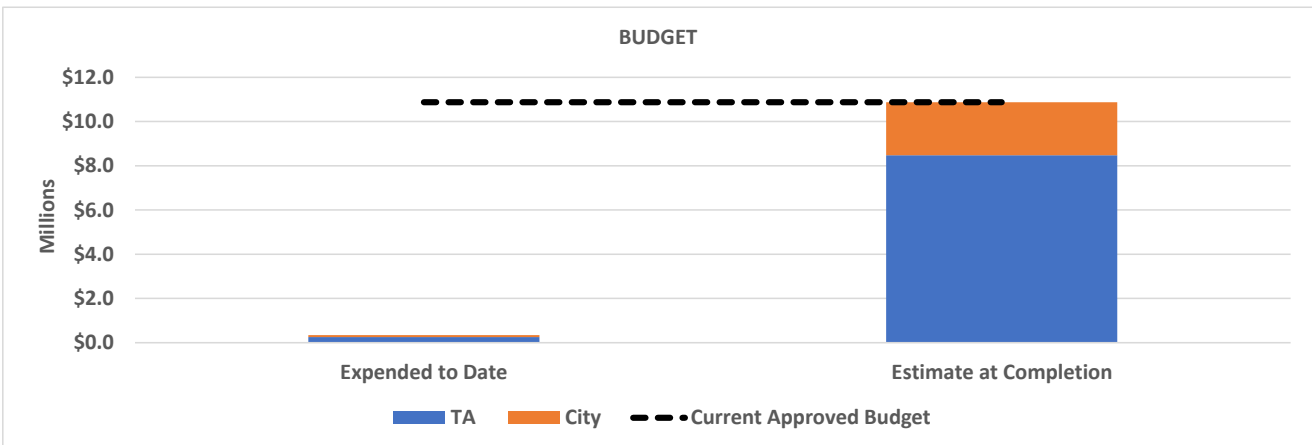
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide 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:

The City is completing the final utility relocations in order to be ready for construction bidding. Approved plans were modified for the Class I path to avoid relocation of 4 PG&E poles due to PG&E insistence for aerial easement at Beachwood property. The City has applied to Caltrans for design exception (Design Standard Decision Document) to move the Class I path closer to the Highway 1 to avoid relocation of 4 out of 7 utility poles which carry electric power lines and communication lines. All other utilities including the main gas lines, the water lines and hydrants have been relocated. The temporary construction easement has been executed for a period of 3 years. Riparian plans as mitigation for the biological impacts have been completed. Wastewater Discharge Report and fees was submitted to the Water Quality Control Board for the extension of a drainage inlet need for the Class I path alignment.

The City has prepared a new landscape plan incorporating ultra-low water need plants and increased decomposed granite areas as hardscape. The City presented the project update to the Planning Commission per the Coast Development Permit as required by the conditions of the CDP and received positive feedback to proceed. Once all utility relocations are completed, Caltrans will issue the final encroachment permit and the City will be able to advertise the project for construction.

The City is coordinating this project with the Caltrans State Highway Operation and Protection Program (SHOPP) project for Highway 1 which includes paving, re-stripping and Class II bike lanes on the existing shoulders. The Caltrans SHOPP project is planned during the same construction period as this project and requires extensive coordination so work conflicts are avoided.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,475,000	\$258,519	\$8,216,481	3%	\$8,475,000	\$0
City	\$2,400,000	\$82,826	\$2,317,174	3%	\$2,400,000	\$0
Total Project	\$10,875,000	\$341,345	\$10,533,655	3%	\$10,875,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Utility Relocations	08/01/22	06/30/23	09/01/22	06/30/23	09/01/22	12/30/23
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	12/30/23
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	05/01/20	12/30/23
Advertise/Award Construction	07/01/23	07/30/23	09/01/23	09/30/23	04/01/24	06/30/24
Construction	09/01/23	09/30/25	11/01/23	11/30/25	08/01/24	06/30/26

PROGRESS THIS QUARTER:

- Approved plans were modified for the Class I path to avoid relocation of 4 PG&E poles due to PG&E insistence for aerial easement at Beachwood property.
- The City has applied to Caltrans for design exception to move the Class I path closer to the Highway 1 to avoid relocation of 4 out of 7 utility poles which carry electric power lines and communication lines. PG&E has completed the redesign of the electric lines to accommodate the change.
- The City continues coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements to coordinate improvements and avoid duplicate efforts.
- The City submitted the Wastewater Discharge Report application and associated fees to the California Water Quality Control Board for a Water Discharge permit at Kehoe ditch for the extension of the inlet structure.

FUTURE ACTIVITIES:

- PG&E to obtain construction date from its vendor for pole relocations.
- City to submit Notice to Owners (NTO) for utility clearances.
- City to obtain approved WDR from CA Water Quality Control Board.
- City to coordinate construction dates with Caltrans SHOPP project.
- City to coordinate approval of DSDD with Caltrans.
- City to amend design consultant agreement to include additional tasks for coordination with Caltrans SHOPP project, DSDD coordination and SamTrans bus stop upgrades.

KEY ISSUES:

None.

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

PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

Sponsor: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) to complete the managed lanes on US 101 from north of I-380 to San Mateo/San

STATUS OVERVIEW:

Percent Complete:		55%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

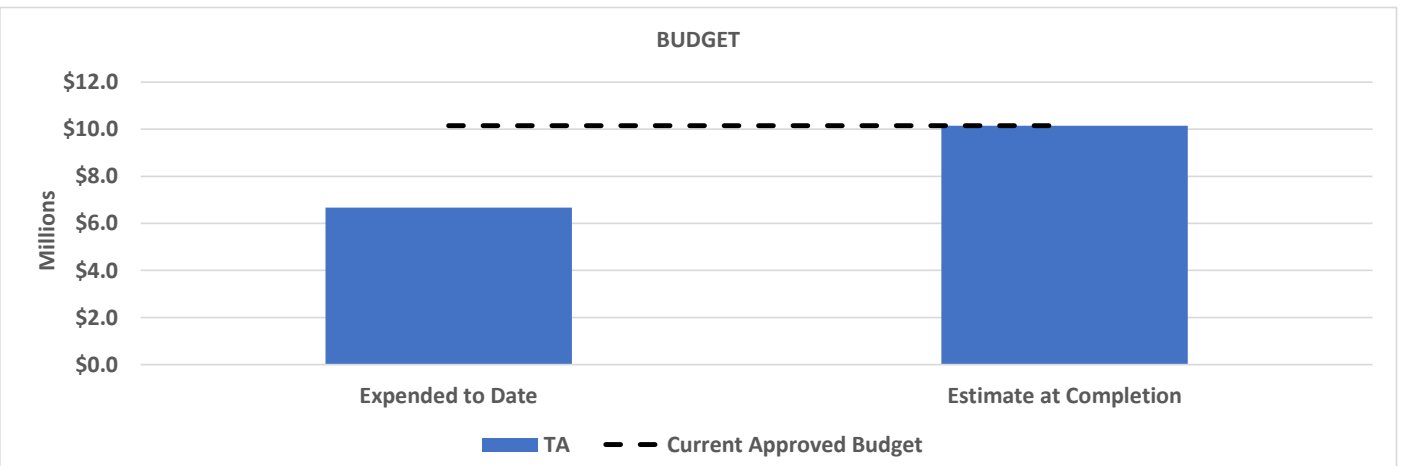
The Project Approval and Environmental Document phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange 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 ML 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 Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various environmental studies have already been approved with final approvals pending for two technical studies. Tasks such as traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared. Caltrans also recently required further traffic analysis and a safety assessment of the corridor. The traffic forecasting data for future year scenarios has incurred delays in review and approval by Caltrans. So, the traffic operations analysis report is behind schedule by 6 months. The schedule in the traffic light summary above been updated to Yellow (from Green).

The project team completed the value engineering analysis with subject matter experts and submitted it for Caltrans review and approval. The team is currently evaluating traffic data for each of the on-ramps along the study corridor to document any nonstandard design features. The team is continuing coordination with the City of South San Francisco regarding proposed project improvements within the City limits as well as any potential modifications to development projects along Dubuque Ave. The project team had several focused meetings with Union Pacific Railroad and Caltrain for potential modifications to overhead crossings at two locations. The ROW and trackage rights are owned by Caltrain and hence the approval of potential modifications is with Caltrain.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,150,000	\$6,670,996	\$3,479,004	66%	\$10,150,000	\$0
Total Project	\$10,150,000	\$6,670,996	\$3,479,004	66%	\$10,150,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	10/31/24	11/02/20	05/16/25

PROGRESS THIS QUARTER:

1. Received 2030 and 2050 forecast comments from Caltrans and provided responses.
2. Worked with the team to prepare the VMT memorandum and submit to Caltrans. Presented the VMT analysis results to Caltrans HQ Sustainability team to facilitate the review of the VMT memo.
3. Summarized HOV 2+ and HOV 3+ data for opening year 2030 and 2050 conditions, completed qualitative assessment of HOV lane operations.
4. Summarized ramp and local segment data and analysis to assist the design team on Bayshore connector ramp and improve bike/ped circulation. The project team had coordination meetings with local agencies and Caltrans.
5. Received Caltrans comments on existing ramp intersection analysis results and submitted revisions for approval.
6. Updated the Advance Planning Study (APS) structure plans for the SSF OH and Sierra Point OH as part of ongoing coordination with UPRR and Caltrain.
7. Continued coordination with City of South San Francisco (SSF) regarding proposed project improvements within the City limits and in particular potential impacts to adjacent frontage streets including Dubuque Avenue and Airport Boulevard. Continued to evaluate right of way needs from private properties along Dubuque Avenue for Alt 1 – Lane Add.
8. Finalized the draft Highway Safety Manual (HSM) qualitative analysis for Alt 1 – Lane Add and Alt 2 – Lane Convert and submitted to Caltrans for review.
9. Finalized the draft VA Study Report and submitted to Caltrans for review.
10. Resubmitted the final Air Quality Study report and Energy report and received approval.
11. Summarized HOV data for opening year 2030 and 2050 conditions.
12. Completed local intersections analysis for existing conditions and 2030.
13. Continued to update the visual simulations that will be part of the Visual Impact Assessment (VIA) Report.

FUTURE ACTIVITIES:

1. Prepare the Design Exception Matrix for Caltrans approval to include in the Draft Project Report.
2. Final Caltrans approval of the Noise Report and Visual Impact Analysis reports.
3. Revise the VMT memo and resubmit to Caltrans for approval.
4. Continue evaluating a potential soundwall on Airport Boulevard.
5. Refine the Traffic Operational Analysis Report.
6. Continue working on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA)

KEY ISSUES:

1. The schedule has been impacted by 6 months due to delays in approval of traffic forecasting data by Caltrans.

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	03/06/20	07/31/22	01/31/22	Established TA and C/CAG as sponsoring, funding and implementing agencies for PA&ED phase
MOU Amendment #1 - C/CAG	04/11/24	12/31/25	07/31/25	Extended the term of the MOU
Cooperative Agreement No. 04-2781 -TA, CCAG, Caltrans	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)		N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

Sponsor: C/CAG, SMCTA
Implementing Agency: Caltrans
SMCTA Role: Funding Agency
Current Phase: PS&E, ROW & Construction (Activities 13, 14 and 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Plans, Estimates and Specifications (PS&E), Right of Way (ROW), and Construction for US 101/State Route 92 Interchange Area Improvements

STATUS OVERVIEW:

Percent Complete:		20%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

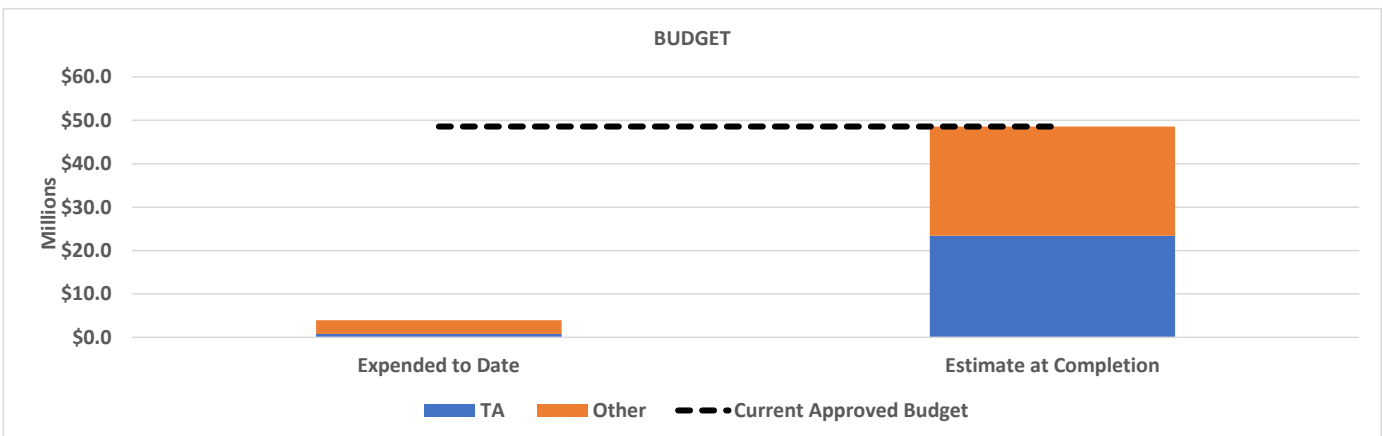
The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector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

The Project Study Report - Project Development Support was approved by Caltrans on October 29, 2019. Caltrans completed the Project Approval-Environmental Document (PAED) phase in September 2021; the Plans, Specifications & Estimates phase in December 2023.

In January 2024, the TA and the City/County Association of Governments (C/CAG) entered into agreement with Caltrans to establish Caltrans as implementing agency for the construction phase. Caltrans has since been preparing to advertise the construction contract for bids in summer 2024. As project co-sponsors, the TA and C/CAG jointly submitted an allocation request to the Metropolitan Transportation Commission for Regional Measure 3 funds to provide matching funds for the TA's Measure A contribution on this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$23,413,000	\$786,427	\$22,626,573	3%	\$23,413,000	\$0
C/CAG (State Transportation Improvement Program)	\$4,885,000	\$3,144,253	\$1,740,747	64%	\$4,885,000	\$0
MTC (Regional Measure 3)	\$19,277,000	\$0	\$19,277,000	0%	\$19,277,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$48,575,000	\$3,930,680	\$44,644,320	8%	\$48,575,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	03/01/22	12/15/23
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	07/31/26	06/30/24	07/31/26

PROGRESS THIS QUARTER:

1. Executed the cooperative agreement for the construction phase.
2. Submitted a funding allocation request to the MTC for over \$19 million in Regional Measure 3 funding for construction.
3. Obtained Right of Way and Ready to List Certifications.
4. Initiated an amendment to the MOU with C/CAG to reflect the latest construction funding details.

FUTURE ACTIVITIES:

1. Prepare for advertising and bid opening.
2. Finalize the PS&E for Advanced Warning Signage
3. Set up mandatory Pre-Bid Small Business Meeting

KEY ISSUES:

1. There are potential cost and schedule impacts due to design needed for new advanced signage related to the proposed ramp metering. The PS&E package for this component is anticipated to be ready by the end of spring 2024 so that it can be included with the project advertisement as an addendum.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, CON)	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

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

Sponsor: C/CAG, TA
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phases: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) for high-managed lane direct connectors between US 101 & SR 92

STATUS OVERVIEW:

Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

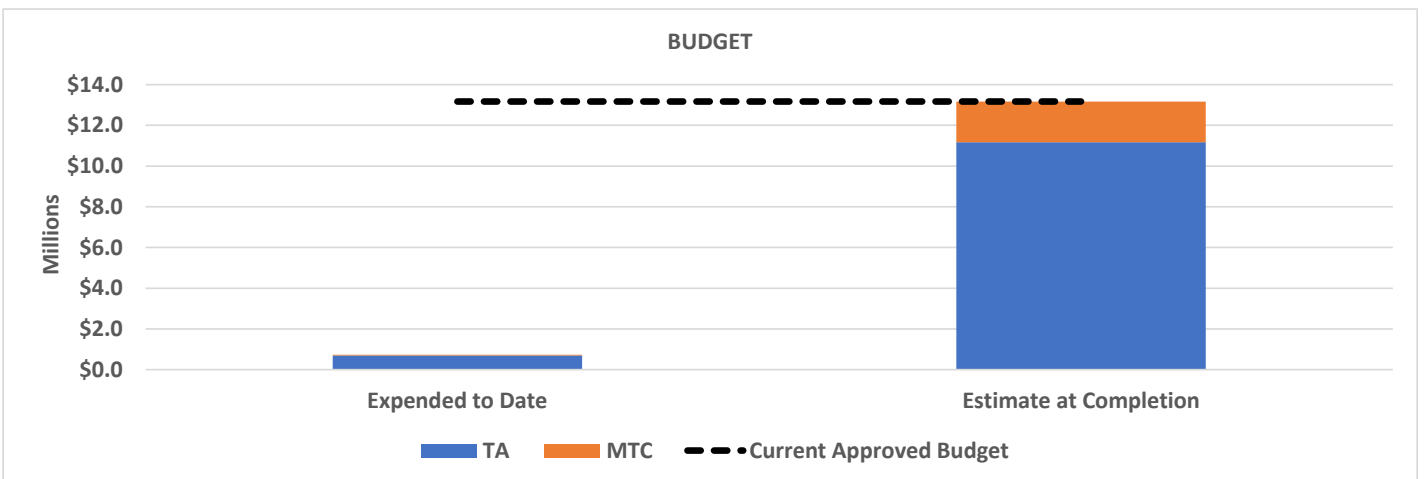
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

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 benefit cut through traffic on local streets.

STATUS SUMMARY:

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document and enabled the project to be advanced to the Project Approval and Environmental Document (PAED) phase. The TA 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 execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The project team has since completed initial traffic data collection, initiated preliminary engineering; and are focusing on preparing for the environmental scoping period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$11,170,776	\$699,710	\$10,471,066	6%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$32,295	\$1,967,705	2%	\$2,000,000	\$0
Total Project	\$13,170,776	\$732,005	\$12,438,771	6%	\$13,170,776	\$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	09/30/24	10/01/22	11/30/26

PROGRESS THIS QUARTER:

1. Refined the project alternatives to identify potential impacts and nonstandard features.
2. Finalized the scoping meeting public participation plan.
3. Continued traffic data collection.
4. Prepared Notice of Preparation (NOP) and scoping materials.

FUTURE ACTIVITIES:

1. Issue NOP and initiate scoping period.
2. Begin environmental studies.
3. Refine traffic forecast model.
4. Develop outline for concept of operations.

KEY ISSUES:

None.

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 dated 12/02/21

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funding Phases:

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) phase to modify the Manor Drive overcrossing of SR 1 and associated improvements.

STATUS OVERVIEW:

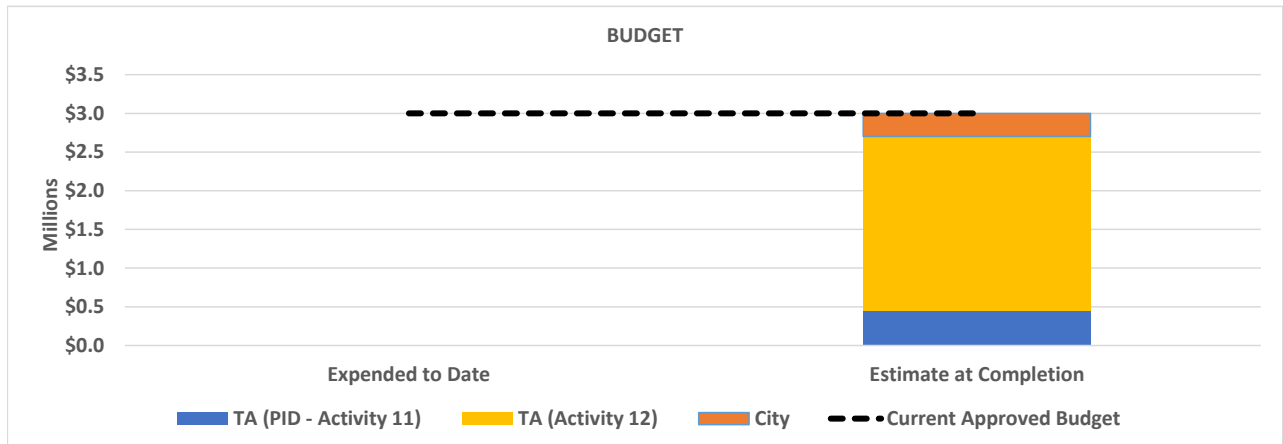
Percent Complete:		57%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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 kickoff for the PID phase was held on 8/19/2022 and the PID phase was approved in July 2023. The PAED phase of the project has begun and will be completed by July 2025. The kick-off meeting for the PAED phase was held on 8/21/23. Two build alternatives have been identified. Additional public meetings will be scheduled as part of the environmental process.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA (PID - Activity 11)	\$450,000	\$0	\$450,000	0%	\$450,000	\$0
TA (PAED - Activity 12)	\$2,250,000	\$0	\$2,250,000	0%	\$2,250,000	\$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
PID	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	04/15/23
PAED	12/31/22	06/30/24	04/01/23	08/30/24	08/21/23	07/30/25

PROGRESS THIS QUARTER:

1. Continue developing the Design Alternatives.
2. Finalized the draft existing conditions report and submitted to Caltrans.
3. Scheduled and attended a design focus meeting with Caltrans Ped and Bike, Traffic Safety and Design.
4. Scheduled and attended a meeting with North County Fire and City.

FUTURE ACTIVITIES:

1. Continue to Develop and Evaluate Design Alternatives.
2. Continue working on the Environmental studies.
3. Schedule PDT meeting with Caltrans.
4. Begin the engineering studies.
5. Schedule traffic focused meeting.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Funding Agreement (FA)	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
Amendment #1	TBD	06/30/27	12/31/26	Will update funding breakdown between PID (\$547,336.80) and PAED (\$2,152,663.20) and extend the time of performance to 12/31/26

PROJECT: DUMBARTON ROADWAY IMPROVEMENTS

Project ID: 100662

Sponsors: C/CAG & County of San Mateo
Implementing Agency: C/CAG
SMCTA Role: Funding Agency
Current Phase: Pre-PID (Activity 11)
Future Funded Phases: None

PHASE OVERVIEW:
 Technical analysis to inform the Project Initiation Document (PID) for improved connectivity between the US 101 Express Lanes and the Dumbarton Bridge

STATUS OVERVIEW:

Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

The Project will analyze options to provide managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles (HOV) to reduce vehicle congestion, greenhouse gas emissions, and increase person throughput in this congested corridor for Highways 101, 84, 114, and 109. Additionally, the Project will analyze improvements to pedestrian and bike safety, connections to and along the Bayfront for commuting and recreation, and strategies to reduce transportation impacts on the local community.

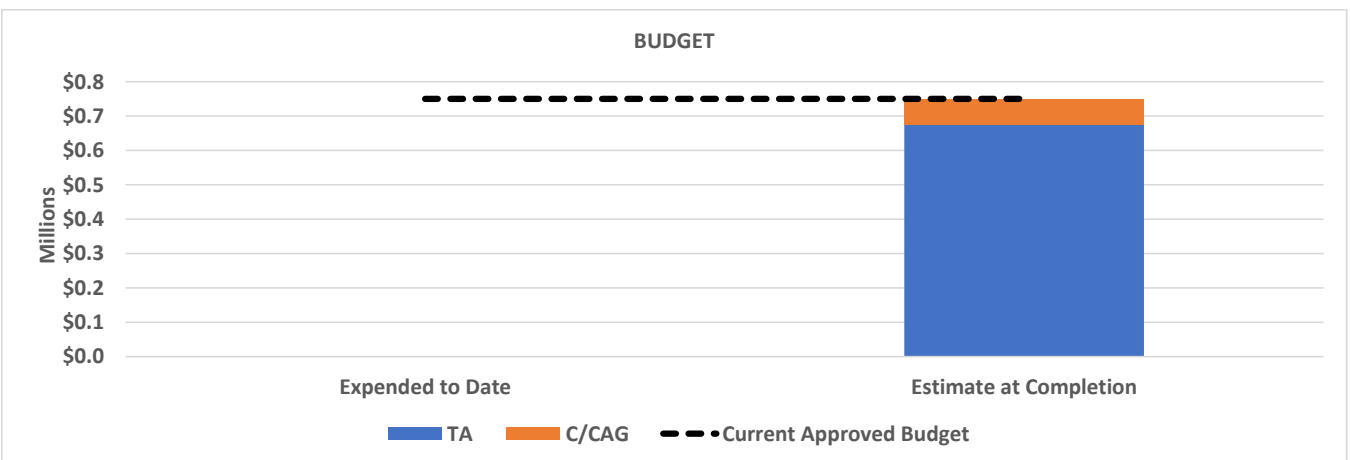
The Project will assess congestion relief based on various proposed designs that will be studied as part of this effort which promote high occupancy vehicle and express transit improvements. The goal is to reduce congestion delay and queuing, encourage more commuters to switch modes from driving alone to HOV options, increase person throughput, and provide comfortable options for people to walk and bicycle in the project area.

STATUS SUMMARY:

Measure W funding was programmed and allocated for this project in December 2021. The project sponsor, C/CAG, intended to begin work towards the pre-Project Initiation Document (PID) phase. This phase would involve convening a project stakeholder group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. This work would also entail public outreach as needed/appropriate.

Delays in progress towards the pre-PID phase has pushed the anticipated schedule for PID phase work beyond the timely use of funds guidelines. As such, the TA Board deprogrammed and deallocated \$3.825 million of funding in December 2023 that was relinquished by C/CAG for the PID phase.

No further progress has since been made with the pre-PID phase, rendering the remainder of funds at risk. TA staff will issue final communication with C/CAG indicating that these funds will be deprogrammed and deallocated. TA staff will also coordinate with the San Mateo County Economic Development Association (SAMCEDA) to ensure local match funds will be reappropriated to other work in the City. This will be the final status report for this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$675,000	\$306	\$674,694	0%	\$675,000	\$0
C/CAG	\$75,000	\$0	\$75,000	0%	\$75,000	0%
Total Project	\$750,000	\$306	\$749,694	0%	\$750,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Pre-PID	09/01/22	02/01/24	04/01/23	01/01/24	11/01/23	12/31/24

PROGRESS THIS QUARTER:

1. None.

FUTURE ACTIVITIES:

1. Issue final communication to C/CAG regarding deallocation of the remainder of funds.
2. Seek TA Board action to deallocate the remainder of funds.

KEY ISSUES:

1. Coordination among the stakeholders and staff capacity continues to be a constraint for project delivery.

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - CCAG/TA	05/16/22	06/30/24	02/28/24	Board Resolution No. 2021-33 dated 12/02/21 - Establishes C/CAG as the implementing agency
Request for Extension	10/10/22	N/A	02/28/24	Extension of the project commencement to April 2023 due to extensive interagency coordination efforts needed

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PID (Activity 11)
Future Funded Phases: PAED (Activity 12)

PHASE OVERVIEW:
 Project Initiation Document (PID) phase of congestion and safety improvements on SR 1 between 16th Street and Cypress Avenue.

STATUS OVERVIEW:

Percent Complete:		100%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

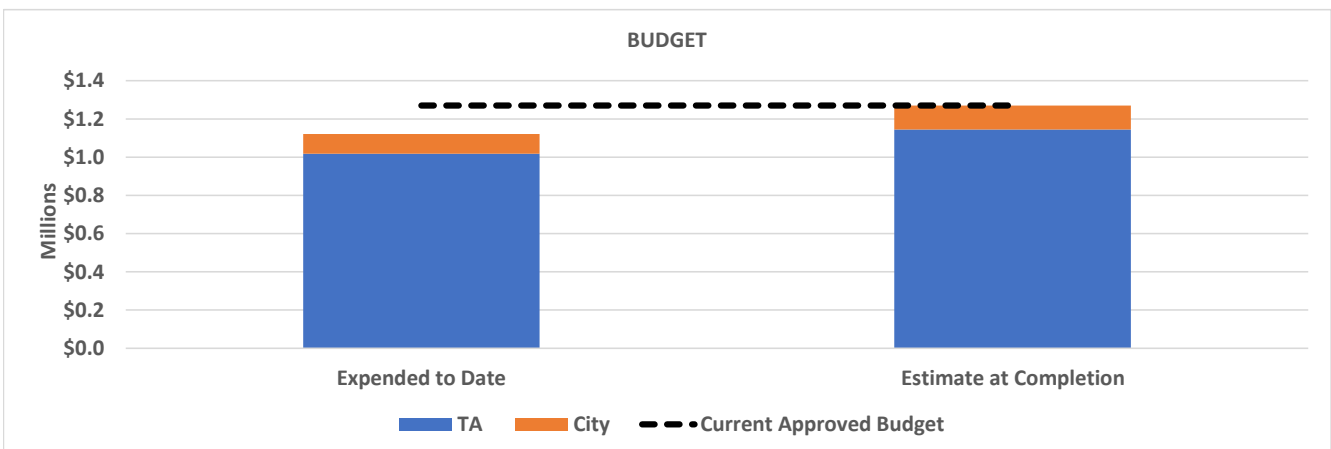
PROJECT DESCRIPTION:

The project segment of State Route (SR) 1 is bounded by 16th Street at the northerly end and by Cypress Avenue at the southerly end. The project is to improve multi-modal traffic operations and safety along the project segment of SR 1, including at the three primary intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue in the unincorporated County Moss Beach area. The scope of work includes the preparation of the Project Initiation Document (PID), Project Study Report/Project Development Support (PSR-PDS), and the encroachment permit.

STATUS SUMMARY:

The project is being coordinated with the County of San Mateo and Caltrans with the TA serving as the implementing agency. The final Preliminary Project Study (PPS) report was completed. The PID phase of the project was initiated in August 2022 and is anticipated to complete by the end of March 2024. Three build alternatives were identified and the PSR-PDS identifies the types of environmental documents needed to advance the project to the environmental study phase. Caltrans approved the PID in February 2024.

The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PA&ED) phase. This phase will include more detailed studies to determine design exceptions, more detailed cost estimating, advanced planning studies for structures, traffic studies and drainage report and include additional outreach with the community and Caltrans to identify a preferred alternative. This stage of the process typically takes 18 to 24 months. In March 2024, the TA published the Request for Proposal and awarded a contract to consultant AECOM, and issued the Notice to Proceed on May 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,145,000	\$1,018,530	\$126,470	89%	\$1,144,999	\$0
City	\$125,000	\$102,458	\$22,542	82%	\$124,999	\$0
Total Project	\$1,270,000	\$1,120,988	\$149,012	88%	\$1,269,998	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	05/01/22	01/28/23	08/22/22	11/28/23	08/22/22	03/31/24

PROGRESS THIS QUARTER:

1. Caltrans PID comments were addressed and approved in February 2024.

FUTURE ACTIVITIES:

1. Execute MOU for the PA&ED phase.
2. Award consultant contract to start the PA&ED phase.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO (PID funding)	12/02/21	N/A	N/A	Board Resolution 2021-33
Cooperative Agreement	06/28/22	N/A	N/A	Establishes TA as sponsor and implementing agency for PID
MOU TA/County of San Mateo	06/22/22	06/30/24	03/31/24	Provide project initiation document (PID)
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension requested from sponsor
RESO (PAED funding)	12/07/23	N/A	N/A	Board Resolution 2023-33

PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

Sponsor: Town of Colma, City of South San Francisco, Caltrans
Implementing Agency: Town of Colma
SMCTA Role: Funding Agency
Current Phases: PID (Activity 11)
Future Funded Phases: PAED (Activity 12)

PHASE OVERVIEW:
 Project Study Report-Project Development Support (PSR-PDS) for bicycle and pedestrian improvements along El Camino Real (ECR)

STATUS OVERVIEW:

Percent Complete:		25%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

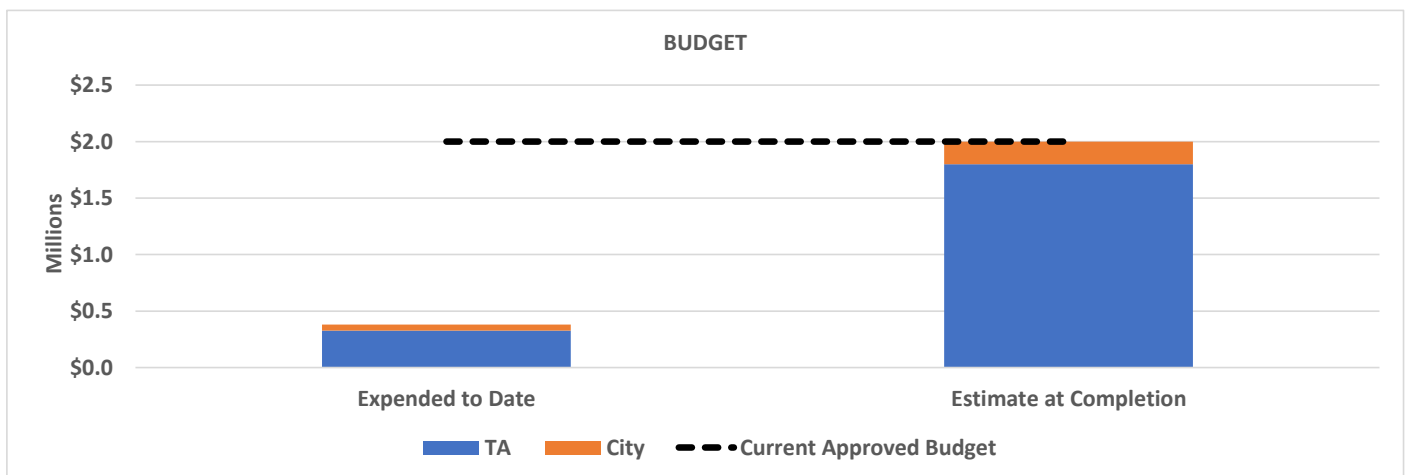
The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The PSR-PDS will serve as the Project Initiation Document (PID) for this Project. The PID identifies the Project need and purpose, stakeholder inputs, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, and potential funding sources. The PSR-PDS will also identify the type of environmental documents to be prepared to move into the Project Approval and Environmental Document (PAED) phase.

STATUS SUMMARY:

On February 1, 2023, the Town of Colma released a Request for Proposal (RFP) and procured a consultant to start the project work. The professional services agreement was executed between the Town and the consultant on March 30, 2023. The project area has been extended southward from the original limits at Arlington Drive to Hickey Boulevard in the City of South San Francisco (Segment C) to expand pedestrian and cyclist connections along the corridor. The TA approved extension of the project limits in the PSR-PDS phase. The addition of Segment C increased the project costs by 15% which will be covered by the already approved Measure W funds awarded to the Town of Colma. Due to the inclusion of Segment "C", the project schedule has been adjusted, setting the new completion date for the PSR-PDS phase in September 2023.

The project team developed an Alternative 2 to explore the feasibility of keeping the existing three travel lanes in Segment A by narrowing the existing 28'-wide median. Both alternatives were submitted to project stakeholders for input.

The project remains on schedule to be completed by September 2024 in order to align with Caltrans' SHOPP project schedule.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,800,000	\$326,579	\$1,473,421	18%	\$1,800,000	\$0
City	\$200,000	\$53,029	\$146,971	27%	\$200,000	\$0
Total Project	\$2,000,000	\$379,608	\$1,620,392	19%	\$2,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PSR-PDS	12/15/22	05/31/24	04/03/23	09/13/24	04/03/23	09/20/24

PROGRESS THIS QUARTER:

1. Completed utility mapping and identification of right-of-way needs.
2. Completed funding analysis memo.
3. Continued working on technical studies – Initial Engineering Analysis.
4. Continued working on PSR-PDS Admin Draft.

FUTURE ACTIVITIES:

1. Complete technical study updates.
2. Complete PSR-PDS Admin Draft.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Funding Agreement	04/29/24	06/30/26	12/31/25	Board Resolution 2023-26 dated December 7, 2023



CALTRAIN & GRADE SEPARATIONS SUMMARY TABLE

FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	42	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	44	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	46	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	48	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	50	●	●	●	●	●	●



CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
Budget ⁽¹⁾	(a) CPI (Only if Progress >5%) ⁽³⁾	CPI < 0.95	Red
		CPI >= 0.95 and < 0.98	Yellow
		CPI >= 0.98	Green
	(b) 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 ⁽¹⁾	(a) SPI (Only if Progress >5%) ⁽³⁾	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) 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 ⁽¹⁾	Phase EAC ⁽⁴⁾ 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

Notes:

1. For lights with more than one event trigger, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).
3. SPI and CPI Criteria applies only after project progress exceeds 5%.
Earned Value Management has been implemented to measure project performance.
CPI (Cost Performance Index) = Earned Value / Actual Cost
SPI (Schedule Performance Index) = Earned Value / Planned Value
4. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.

PROJECT: SAN MATEO REPLACEMENT PARKING TRACK (25TH AVE GS)

Project ID: 000812

Sponsor: City of San Mateo
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is in the Construction phase (Activity 16)

STATUS OVERVIEW:

Percent Complete:		15%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

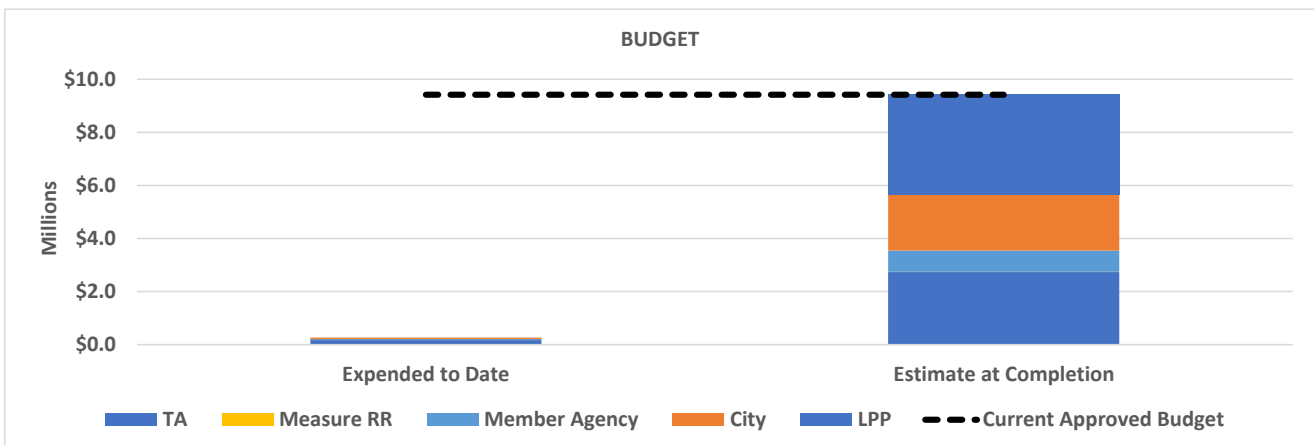
The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave Grade Separation Project. The track will be located between 10th and 14th Avenues, accessed from 9th Ave., approximately 1,000 feet in length and have a single switch.

The project will also involve the construction of an access road from 9th Ave. to 14th Ave., a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new electrical and water service. Electrification and Rail Signal scope are not part of the base funding plan. Supplemental funding will be needed to implement these systems on the replacement parking track.

STATUS SUMMARY:

The construction contract was awarded by the JPB Board to Stacy and Witbeck, Inc. and full Notice to Proceed (NTP) was issued in March 2024. Construction is scheduled to be substantially complete by March 2025. Community outreach coordination is ongoing to provide Hayward Park residents updated information on the planned construction activities and schedule.

The 4th amendment to the Agreement between San Mateo County Transit Authority (SMCTA), City of San Mateo and JPB has been executed. The amendment authorized the transfer of \$1.5 M in remaining 25th Ave project funds to this project and provide an extension of the programmed funds previously authorized for this project. The formal agreement for the \$3.77 M in California Transportation Commission (CTC) Local Partnership Program (LPP) funding required for the remaining balance of funds needed on this project is in process between JPB and Caltrans.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,736,000	\$172,043	\$2,563,957	6%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$30,708	\$769,292	4%	\$800,000	\$0
City	\$2,100,000	\$64,275	\$2,035,725	3%	\$2,100,000	\$0
LPP	\$3,773,000	\$0	\$3,773,000	0%	\$3,773,000	\$0
Total	\$9,419,411	\$271,053	\$9,148,358	3%	\$9,419,411	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	09/01/23	09/30/25	03/01/24	08/31/25	03/01/24	08/31/25

PROGRESS THIS QUARTER:

1. TA executed Amendment 4 to the MOU extending the term and approving the use of \$1.5 M Measure funds. The MOU between the City of San Mateo, JPB and the TA was extended to complete construction by August 2025 and closeout the project by Feb 2026.
2. The construction contract was awarded to Stacy and Witbeck, Inc (SWI) and an NTP was issued to start construction activities.
3. The project team is working with budgets/grants and Caltrans on executing a Program Supplement Agreement (PSA) for \$3.77M in LPP funds. The team also requested a pre-approval spending authority while the formal PSA is in process.
4. The project team reviewed Construction Management Service proposals and negotiated an agreement with the selected firm.
5. Ongoing coordination with Community Outreach and Govt Affairs to update on anticipated start of construction activities.
6. The project team submitted and received the tree removal permit from the City of San Mateo.
7. The work directive proposal submitted by TASI was accepted to provide construction support services.

FUTURE ACTIVITIES:

1. Execute a program supplement agreement with Caltrans for use of \$3.77M in LPP funds.
2. SWI will mobilize and begin heritage tree removals, site clearing, and grading activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original MOU	10/06/16	N/A	N/A	Board Resolution 2021-33 dated December 2, 2021
Amendment #4	04/11/24	2/28/2026	08/31/25	Amendment to extend date and allocate funding

PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

Sponsor: City of Burlingame
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Plans, Specifications, and Estimates (PS&E) phase (Activity 13)

STATUS OVERVIEW:

Percent Complete:		60%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

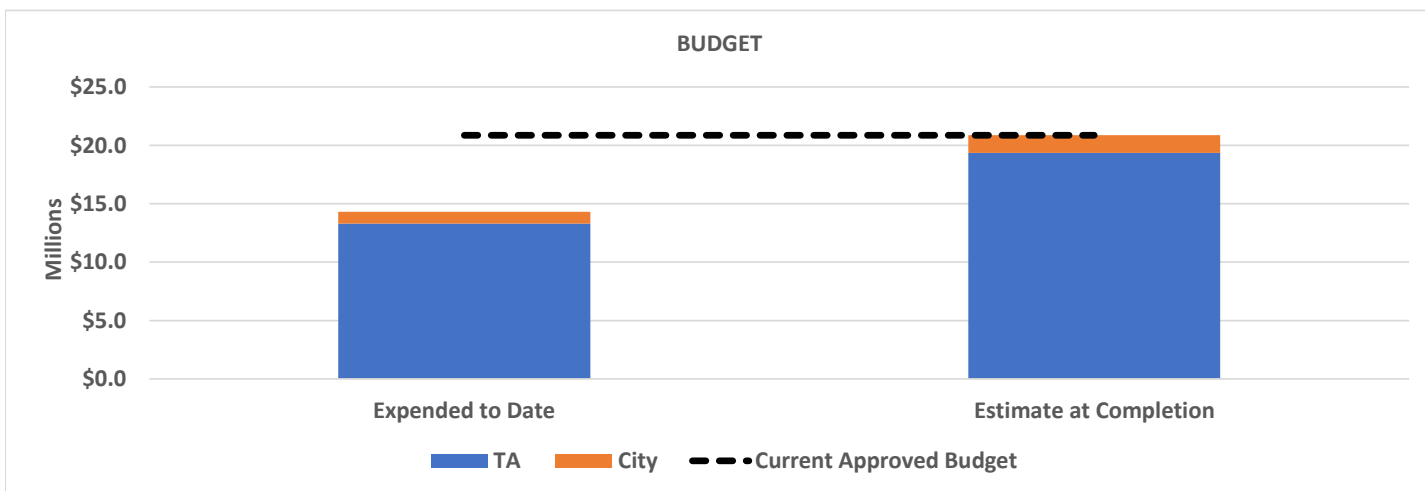
The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements that will improve safety and promote clean modes of transportation. In addition, a new parking lot will be built south of Broadway between the tracks and Carolan Ave. The project will completely eliminate motorists/pedestrian conflicts with the trains, increase public safety, decrease congestion, improve access to the station and improve multimodal connectivity. The project also decreases greenhouse gas emissions as it eliminates idling vehicles at the gates.

The project produces tangible impacts that improve safety, improve emergency response, reduce emissions and increase resiliency, and increase connectivity and mobility for all.

STATUS SUMMARY:

The project has completed 65% design and has initiated 95% design. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method. The project awarded a contract for a CMGC contractor to support the advancement of the design through 95% and development of final construction documents. In addition, the project also procured an Independent Cost Estimator to support the CMGC process and to develop cost estimates.

Funding for right-of-way acquisition is on the critical path. City is working with the TA to fund the ROW phase.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$19,363,000	\$13,302,708	\$6,060,292	69%	\$19,363,000	\$0
City	\$1,500,000	\$1,004,472	\$495,528	67%	\$1,500,000	\$0
Total	\$20,863,000	\$14,307,180	\$6,555,820	69%	\$20,863,000	\$0

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Final Design	N/A	N/A	01/31/20	09/30/24	01/31/20	03/05/25

PROGRESS THIS QUARTER:

1. JPB Board approved the award of the CMGC pre-construction services contract to Flatiron-Herzog Joint Venture (FHJV) and began preparing the contract documents for execution.
2. JPB staff prepared and issued a Work Directive Proposal Request to Independent Cost Estimator, Kelly McNutt Consulting, to support construction cost validation and reconciliation.
3. The project team continued work on property acquisitions.

FUTURE ACTIVITIES:

1. Execute the CMGC pre-construction services contract with FHJV and a Work Directive with Kelly McNutt Consulting.
2. Engage these new project team members in a Design Kickoff, a Risk Kickoff Workshop, and other early tasks to provide input on the project design and schedule.

KEY ISSUES:

1. ROW funding is needed to maintain the project delivery schedule.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	05/07/17	N/A	TA and City of Burlingame for Project Study Phase
MOU (PAED)	01/12/18	07/12/21	01/12/21	MOU between TA, City of Burlingame and PCJPB for PE/Environmental Phase
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

PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

Sponsor: City of South San Francisco, City of San Bruno
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: PAED
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Project Approval & Environmental Document phase (Activity 12)

STATUS OVERVIEW:

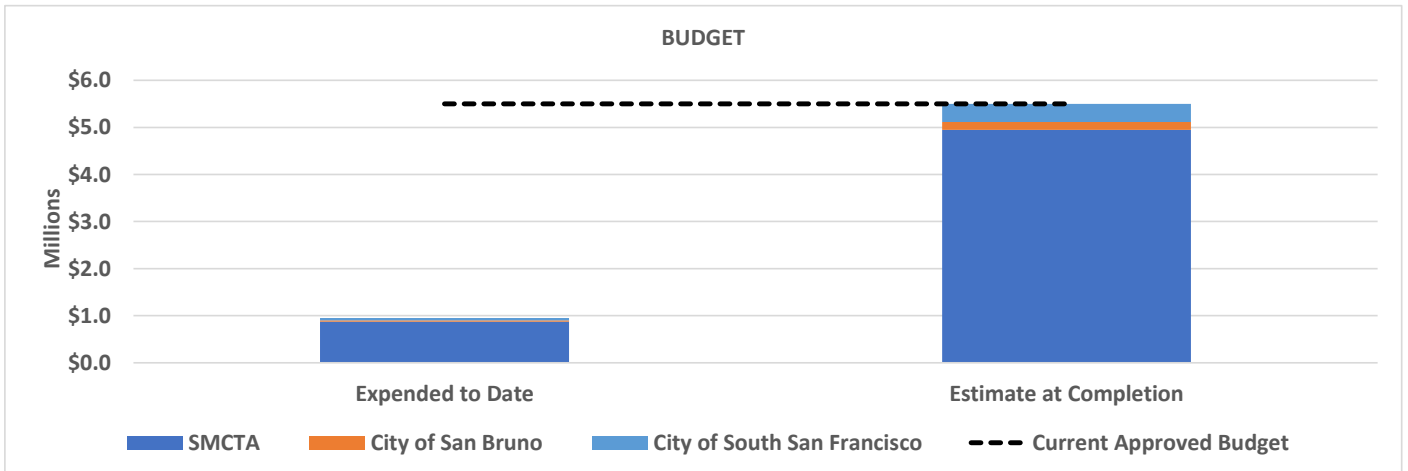
Percent Complete:		1%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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.

STATUS SUMMARY:

The project finished the value engineering (VE) study to optimize both design and construction with the locally approved alternative (LPA). New proposed construction means and methods suggest using a box jacking tunnel method which would change the LPA from a hybrid crossing (partial raising of tracks and partial lowering of roadway) at Linden, to leaving the railroad tracks at grade with the roadway being fully depressed to pass under the tracks. Caltrain agrees with the engineering team and is in the process of presenting this option to cities. Staff is expecting it will take until July at earliest to obtain a final consensus recommendation from both Caltrain and City staff on the LPA and to proceed to 35% design phase with the approved LPA.



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	\$875,717	\$4,074,283	18%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$22,869	\$140,131	14%	\$163,000	\$0
City of South San Francisco	\$387,000	\$54,213	\$332,787	14%	\$387,000	\$0
Total	\$5,500,000	\$952,799	\$4,547,201	17%	\$5,500,000	\$0

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	05/31/25	05/04/23	07/16/25

PROGRESS THIS QUARTER:

- Continued discussion of the preferred PSR design alternative, referred to as the "Jacked Box, No Shoofly (JBNS)" option.
- Prepared summary VE (Value Engineering) method with pros and cons and presented to project stakeholders.
- Prepared the presentation materials for meetings with City managers.
- Updated project schedule and cost estimate; facilitated Cities' and TA funding strategy discussion.

FUTURE ACTIVITIES:

- Activities to support Cities to make decision on the VE option.
- Discuss Alternative Delivery Method with the Cities.
- Come up with overall project streamline schedule.
- Close coordination with Southline Development.
- Close coordination with UPRR/Granite Rock Project required.

KEY ISSUES:

- Delay in completion of Preliminary Studies until the LPA selection is finalized by project stakeholders.
- Alternative Delivery Method activity not captured in the current MOU with the Cities.
- Change in project management due to Caltrain staff departures.

AGREEMENT HISTORY:

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

PROJECT: SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

Project ID: 000824

Sponsor: City of South San Francisco
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Closeout (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Closeout (Activity 18) phase

STATUS OVERVIEW:

Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

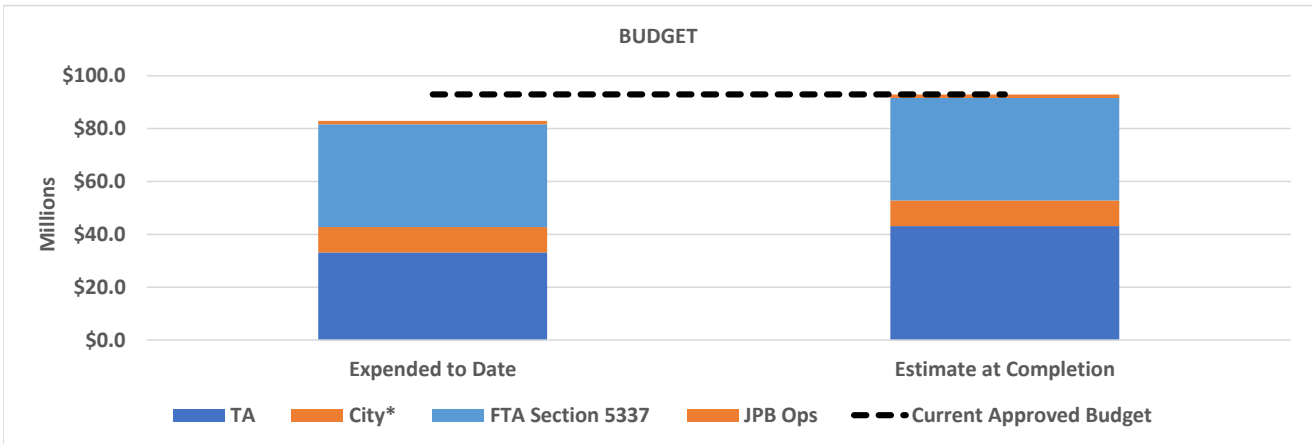
This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project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

Key elements of the project include:

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

STATUS SUMMARY:

UPRR track lost due to construction: The project is still addressing an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200 feet of yard track that UPRR lost due to construction of this project. Due to the lack of a viable location for the replacement track, Caltrain is negotiating a cash settlement with UPRR. Preliminary cost estimates of \$5.17M is within the available budget. TA prefers to closeout the project by the end of FY24. The draft agreement was sent to UPRR for review. Follow up on meeting to be held with UPRR to continue negotiations on two open items (cost and short line language). This has resulted in schedule delays for the project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$43,120,451	\$33,118,077	\$10,002,373	77%	\$43,120,451	\$0
City*	\$9,674,180	\$9,652,015	\$22,165	100%	\$9,674,180	\$0
FTA Section 5337	\$38,827,600	\$38,826,724	\$876	100%	\$38,827,600	\$0
JPB Ops	\$1,300,000	\$1,300,000	\$0	100%	\$1,300,000	\$0
Total	\$92,922,230	\$82,896,816	\$10,025,414	89%	\$92,922,230	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Closeout	01/03/17	04/03/18	12/21/22	06/30/23	12/21/22	06/30/24

PROGRESS THIS QUARTER:

- Continued discussion with UPRR on replacement tracks.

FUTURE ACTIVITIES:

- The project team will revise ADA slopes at ramps and landing design criteria to industry recommended standards.
- The project team is continuing coordination with UPRR to reach an agreement on a cash settlement instead of building the replacement track.

KEY ISSUES:

- The coordination and negotiations with UPRR on a viable solution have resulted in extensive delays on the schedule for the project.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/09/15	NA	NA	Funding Cooperative Agreement between City of SSF and PCJPB

PROJECT: WATKINS AVE GRADE CROSSING SAFETY IMPROVEMENTS

Project ID: 100579

Sponsor: Town of Atherton
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: Close-out (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
 This Project is currently completing some outstanding tasks in the Construction close out (Activity 16) phase

STATUS OVERVIEW:

Percent Complete:		90%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

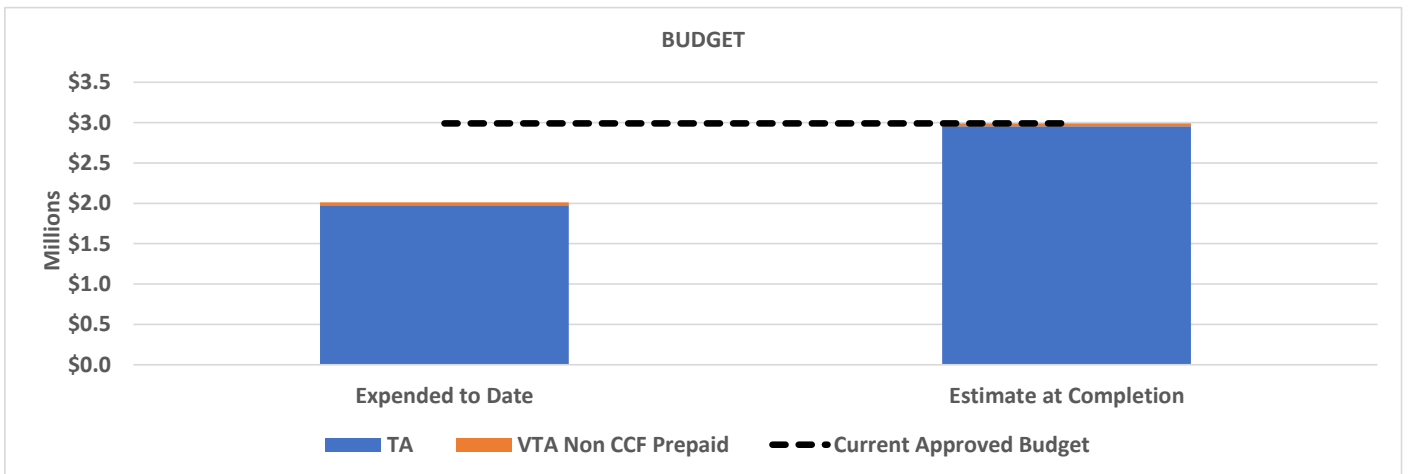
This Project is to improve the safety at the Watkins Avenue Grade Crossing. Safety Improvements would include installation of quad gates, its components, and other roadway modifications (e.g., pavement markings, etc.) necessary for a fully functional quad gate system. This safety system would deter motorists from driving around a down crossing gate arm. This Project is listed in the executed Memorandum of Understanding (MOU) dated November 11, 2020, between Town of Atherton and Joint Powers Board (JPB) in regards to the Atherton Station Closure, platform removal, fencing and specifically the safety improvements at the Watkins Avenue Grade Crossing located in Atherton, California.

The scope intended for this Project would include safety improvements at Watkins Ave and include the following:

1. Installation of quad or exit gates
2. Installation of new pedestrian gates
3. Pavement markers and markings
4. Sidewalk improvements including guard railing and fencing
5. Installation of new sidewalk lighting
6. Contribute to the Atherton station site improvements done by the Town of Atherton

STATUS SUMMARY:

The exit gates were tested and installed, and were cut over and turned over to Rail Operations. The project team continued the project close-out.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,955,000	\$1,976,966	\$978,034	67%	\$2,954,999	\$0
VTA Non CCF Prepaid	\$35,613	\$35,613	\$0	100%	\$35,612	\$0
Total	\$2,990,613	\$2,012,579	\$978,034	67%	\$2,990,611	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Preliminary (35%) Design Complete	9/30/2021	9/30/2021	9/30/2021	9/30/2021	9/30/2021	9/30/2021
100% Design Complete	10/1/2021	6/30/2022	10/1/2021	6/30/2022	10/1/2021	6/30/2022
IFB	7/1/2022	12/31/2022	7/1/2022	12/31/2022	7/1/2022	12/31/2022
Construction	1/1/2023	12/31/2023	1/5/2023	3/1/2024	1/5/2023	4/30/2024

PROGRESS THIS QUARTER:

1. The contractor TransitAmerica Services, Inc. (TASI) installed the new radar deted and tested the whole system.
2. The exit gates were cut over and turned over to Rail Operations.
3. This task completion results in the substantial completion of the project.
4. The project team began the close out the project.

FUTURE ACTIVITIES:

1. Complete the close out of the project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	7/28/2021	1/28/2027	7/28/2026	Funding Agreement between TA, PCJPB and the Town of Atherton



**Pedestrian & Bicycle Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	A project kickoff meeting was held on January 30, 2024. Utilities information, Right of Way maps, and relevant project conceptual designs were compiled.	Dec 2022	Mar 2025	Oct 2025	\$450,000	\$0	\$6,540	\$443,460
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	Currently in progress for 90% PS&E to include the expanded scope.	Dec 2022	Apr 2025	Jul 2027	\$300,000	\$0	\$3,922	\$296,078
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design of Tulare/Santa Clara Street walkway remains at 65% design completion. Completion of the project has been delayed to December 2025 due to a large number of other planned projects.	Dec 2022	Dec 2025	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Bicycle Facility	CON	The project has been completed on March 1, 2024. Final invoice was submitted on February 28, 2024.	Dec 2020	March 2024	Original: 9/2023 Extension: 6/2024	\$800,000	\$0	\$800,000	\$0
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The City has selected a consultant and the project planning will kick off in April 2024. The concept design will be used to coordinate with SFPUC to resolve potential ROW issues.	Dec 2022	Dec 2025	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	The City conducted a second community meeting in March 2024 and received good feedback, and the concept design is being updated. Completion of the project has been changed from December 2024 to May 2025.	Dec 2022	May 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	The project has selected a consultant to start design in the summer of 2024. The concept design and initial study will start in the next quarter. Completion of the project has been changed from December 2024 to October 2025.	Dec 2022	Oct 2025	Dec 2028	\$0	\$440,000	\$0	\$440,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	The design phase has been pushed to start mid-2025 due to the delay in the completion of the PSR-PDS and PA&ED phases. The Town will submit a request for a time extension for the funding agreement by November 10, 2024.	Dec 2022	Jun 2026	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	The Town has submitted 75% of the design documents for SMCTA review and is currently finalizing a response to the comments to be incorporated into the PS&E. The final bid submittal is expected by the end of June 2024.	Dec 2022	Jun 2025	Nov 2028	\$1,831,500	\$0	\$272,587	\$1,558,913
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Continued work on the design of the project and prepared the final construction bid documents.	Dec 2020	Feb 2025	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	Coordinated the completion of final punchlist items and projecting to be completed by the next quarter. Completion of the project has been postponed from February 2024 to July 2024.	Mar 2018	Jul 2024	Jan 2024	\$810,000	\$0	\$810,000	\$0
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	No progress has been made this quarter. Next quarter's activities include preparation of RFP for consultant to conduct engineering study, develop potential cross sections and prepare plans, specifications and cost estimates.	Dec 2022	Dec 2025	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	No progress has been made this quarter. Next quarter's activities include preparation of RFP to retain consultant to develop design standards.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	The project was awarded to a designer at the April 2, 2024 City Council meeting and PS&E design work is underway.	Dec 2022	Dec 2024	Jun 2025	\$0	\$400,000	\$0	\$400,000



**Pedestrian & Bicycle Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Received final approval for the Bridge Type Selection from Caltrans, and final plans/details for the bridge package are being prepared to be submitted to Caltrans. The City awarded an amendment to the design consultant agreement for the required additional bridge work as well as an amendment to the biological/permitting consultant. Currently coordinating a time extension to the funding agreement with SMCTA.	Mar 2018	Oct 2024	Mar 2024	\$315,000	\$0	\$281,887	\$33,113
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Currently finalizing design plans for the bridge. New bridge plans have been submitted due to Caltrans' requirements, but this has pushed the schedule by four months. Construction work is projected to start by December 2024.	Dec 2022	Mar 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have constructed 80% of all sidewalk gaps and began construction preparation. Pedestrian and bicycle bridge will be available after June 2024. Northwest corner improvements will be delayed until late spring/early summer 2024 due to other ongoing underground utility work at that corner.	Apr 2014	Dec 2024	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$32,294	\$137,706
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Executed a Funding Agreement with SMCTA.	Dec 2020	Dec 2025	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Continued design and analyses. Activities include adding more no stopping signs and pavement legends for buffered bike lane pilot and conducting community outreaches.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	95% Plans were submitted and reviewed by SMCTA/Stantec and the City. A parking exhibit was prepared to quantify the impact to parking for the coastal permit process.	Dec 2022	Jan 2025	Jun 2028	\$0	\$568,504	\$40,506	\$527,998
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Progressing in PS&E phase. An amendment to extend the Funding Agreement with SMCTA is underway.	Dec 2020	Jul 2024	Nov 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Progressing in PS&E phase. Scope has also been refined to approximate location of existing crosswalk. Expected completion has been pushed from July 2024 to November 2024 due to COVID pandemic related items. An amendment to extend the Funding Agreement with SMCTA is underway.	Dec 2020	Nov 2024	Sep 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	CON	Continuing the completion of outstanding punch list items.	Dec 2020	Jun 2024	Jan 2025	\$0	\$360,000	\$360,000	\$0
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	Continuing work in the parking study phase and commenced initial design phase.	Dec 2020	Jun 2024	Mar 2026	\$300,000	\$0	\$21,395	\$278,605
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	Continuing work in the design phase. The selected consultant, Kimley-Horn, is developing design concepts for both corridors and completed survey.	Dec 2022	Mar 2025	Dec 2025	\$0	\$615,000	\$0	\$615,000
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	The bikeway installation and pavement overlay of the project is currently under design.	Dec 2022	Dec 2024	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Currently working on creating new traffic safety educational materials and also working with the City's Parks, Recreation, and Neighborhood Services Department on driver re-education courses for seniors.	Dec 2022	Jun 2025	Dec 2025	\$0	\$100,000	\$3,716	\$96,284
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Project was readvertised on February 28, 2024 and bids opened on March 20, 2024. Currently evaluating bids.	Dec 2020	Dec 2024	Apr 2027	\$1,401,000	\$0	\$105,563	\$1,295,437



**Pedestrian & Bicycle Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	The County is currently reviewing the final 100% PS&E and aims to advertise in late Spring of 2024. The County has also received the approval notification of the Active Transportation Program (ATP) grant allocation on March 22, 2024. An amendment to extend the Funding Agreement with SMCTA has been executed on April 1, 2024.	Dec 2020	Mar 2024	Original: 12/2023 Extension: 9/2024	\$0	\$700,000	\$289,053	\$410,947
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Awarded a contract to consultant Kimley-Horn. Executed a cooperative agreement with Caltrans. Held kick-off meeting and initiated project work.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$33,986	\$856,014
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	Following the November 2023 community meeting, staff presented the project to the Sustainability and Infrastructure Commission in January 2024. Based on feedback from the community and the commission, staff identified a preferred alternative and the consultant team moved into the initial design phase. An amendment to extend the Funding Agreement with SMCTA has been executed on March 8, 2024.	Dec 2020	Sep 2024	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Started analysis of preferred alternative concepts for the Transportation Development and started Alternatives Evaluation Technical Memorandum.	Dec 2022	Jun 2024	Dec 2025	\$450,000	\$0	\$0	\$450,000

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 Burlingame Station Pedestrian Improvements Project, Eucalyptus Pedestrian Pathway Project, and Menlo Park Bike/Ped Enhancement Project was completed and has been removed.



**Ferry Program
FY 2024 Q1 - Quarterly Status Report**

Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	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.	The Port and CDM Smith had regular meetings to discuss the draft site plan, draft project description, draft Initial Study, draft Notice of Preparation, and draft Notice of Completion. Have also executed an agreement with JMA Civil to prepare concept drawings, conducted additional topographic survey, and executed a reimbursement agreement with UPRR.	Jun 2022	Jun 2026	Dec 2025	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal.	Continued work on the Environmental Clearance Documents. Currently coordinating a time extension to the funding agreement with SMCTA.	Jul 2020	Jun 2025	Nov 2023	\$350,000	\$155,117	\$194,883



**ACR/TDM Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	Continued preparing project scope for advertisement. Bid estimates have increased from original estimates due to inflation. Requested additional funding for operating budget shortfall.	Aug 2022	Aug 2024	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	Burlingame and Millbrae continued to implement free rides with \$1 unlock fees to increase ridership during winter months. Promoted e-bikes usage on social media and through City newsletters.	Aug 2022	Apr 2024	Feb 2025	\$0	\$400,000	\$78,977	\$321,023
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Continuing work in the design phase.	Aug 2022	Jul 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Continuing to work with the consultant to respond to Caltrans comments on design.	Aug 2022	Dec 2024	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Funding agreement with SMCTA is in process.	Aug 2022	Jul 2023	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	The plans and specifications are currently at 90% complete. Construction has been pushed to July 2024.	Aug 2022	Sep 2024	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates. Design phase is still expected to start mid-2025.	Aug 2022	Feb 2026	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	Continued marketing for the Rideshare Voucher Program in the Town’s Livewire.	Aug 2022	May 2025	Aug 2025	\$0	\$67,500	\$5,269	\$62,231
Commute.org	Jefferson Union High School District (JUHS) Workforce Housing TDM	PLAN	A virtual bicycle safety workshop was held on March 24, 2024. One new bicycle rebate was processed during the quarter, with another currently in the reimbursement process. No vanpools were initiated with residents demonstrating disinterest in initiating or joining vanpools. Will continue to promote the vanpool opportunity and extend support to sustain the formed carpools from this outreach initiative.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$9,444	\$73,556
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	No new updates. The project rollout was placed on hold due to weather and tragic events that transpired throughout Half Moon Bay in late December 2022 and January 2023.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$23,437	\$176,563
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Conceptual design alternatives were completed for the mobility hub and smart corridors. Coordination for a community workshop began and is slated to occur in May 2024.	Aug 2022	Jul 2024	Jun 2025	\$200,000	\$0	\$153,208	\$46,792
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Have drafted the Final Strategic Plan for the TA and C/CAG’s review.	Aug 2022	Jun 2024	Sep 2025	\$200,000	\$0	\$141,603	\$58,397
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Staff issued an RFP to obtain a consultant on February 1, 2024. Interviews are tentatively scheduled in April 2024. The project is expected to commence by June 2024.	Aug 2022	May 2025	Sep 2025	\$0	\$100,000	\$0	\$100,000
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	Currently finalizing the final draft of the guidelines.	Aug 2022	Mar 2024	Dec 2025	\$0	\$72,000	\$45,567	\$26,433



ACR/TDM Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	The consultant contract has been executed and the project has kicked off on February 16, 2024. The consultant developed an outreach plan and started outreach efforts.	Aug 2022	Aug 2024	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have completed the gap analysis and prepared a draft of initial strategies for public review. Have also held second round of Agency and Implementation Partner meetings and conducted community engagement to gather feedback on draft strategies.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$101,083	\$98,917

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.