



CAPITAL PROJECTS

Quarterly Status Report

FY2025 Q3: January 1, 2025 - March 31, 2025

Report prepared for the June 5, 2025 Board Meeting



Top-Left: New EMU Train Unveiling Event in San Carlos on May 11, 2024

Top-Right: 84/101 Reimagined project - Woodside Rd (SR 84) off-ramp on US 101

Bottom-Left: Staff presentation on Willow Rd Class IV Bikeway project to the Menlo Park Complete Streets Commission on April 9, 2025

Bottom-Right: An old mural outside Hatch Elementary School, on the corner of Kelly Avenue and Highway 1 in Half Moon Bay



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HIGHWAY PROGRAM SUMMARY TABLE

FY 2025 Q3 - Quarterly Status Report - October 1 - December 31, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	5	●	●	●	●	●	●
000622	US 101/Willow Interchange	7	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	9	●	●	●	●	●	●
000791	US 101 Express Lanes	11	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	14	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	16	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	18	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	20	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	22	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	24	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	26	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	28	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	30	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	32	●	●	●	●	●	●

HIGHWAY PROJECTS - PERFORMANCE STATUS DEFINITIONS

SECTIONS	 On Target (GREEN)	 Moderate Risk (YELLOW)	 High Risk (RED)
SCHEDULE	<p>(a) Project milestones / critical path are within plus / minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

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 Construction and ROW Close-Out (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:

Right of Way (ROW) close-out for 101/Broadway Interchange and construction phase for the interchange landscaping

STATUS OVERVIEW:

Percent Complete:		57%	
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.

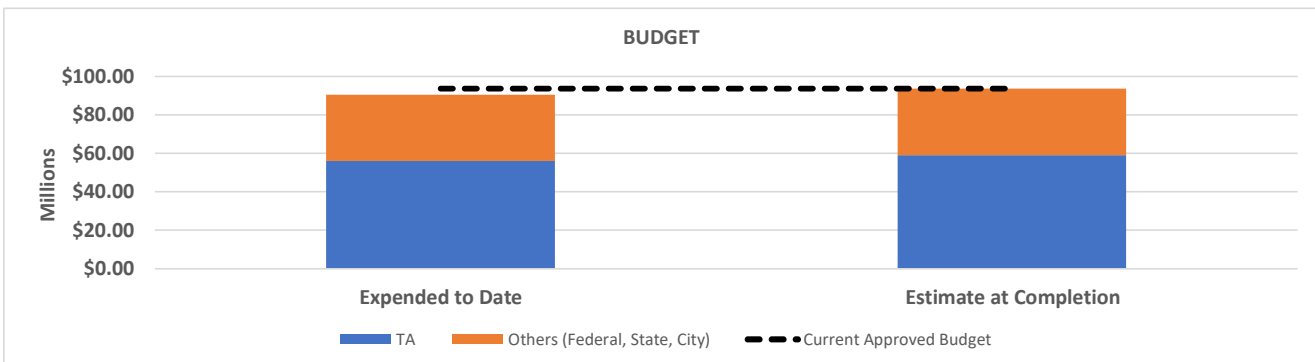
The purpose of the Project is to improve traffic movements and access around the US 101/Broadway interchange; accommodate future increases in traffic at intersections in and adjacent to the interchange; improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; 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 final design of the landscaping. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The Caltrans encroachment permit for construction was obtained on May 29, 2024.

TA staff issued the Notice to Proceed for construction management services to HDR and AECOM to provide design support during construction. In December 2024, the TA Board of Directors approved the construction contract. A preconstruction meeting was held in January 2025 with the consultant, Caltrans, the City of Burlingame, and contractor Bortolussi and Watkin. The team emphasized the need for a methodical approach to any technical challenges and open communication. Weekly meetings provide a platform to discuss contractor submittals, bid items, change orders process, challenges, and necessary adjustments. Active construction is anticipated to begin in May 2025.

The consultant is finalizing the Right-of-Way Record Maps and Records of Survey.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$59,187,000	\$ 56,085,910	\$3,101,090	95%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$34,551,000	\$0	100%	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,636,910	\$3,101,090	97%	\$93,738,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/06/19	06/30/20	05/30/24	10/31/28	03/04/25	10/31/28

PROGRESS THIS QUARTER:

1. Preconstruction meeting.
2. Approved contractors' submittals and change orders.
3. Weekly meetings.
4. Continued to follow up on the signing/recording of the updated Joint Use Agreement 62664-A.

FUTURE ACTIVITIES:

1. Start landscaping construction.
2. Obtain final signatures from PG&E and Caltrans on the Joint Use Agreement 62664-A.
3. Finalize the Right-of-Way Record Maps and Records of Survey and submit for approval.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/31/10	N/A	12/31/13	Establishes TA as sponsor and implementing agency for PA&ED. Board Resolution No. 2010
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping
RESO Funding (LND CON)	6/1/2023	N/A	N/A	Board Resolution No. 2023-9
Cooperative Agreement No. 04-2875 (LND CON)	10/18/2023	N/A	N/A	Establishes TA as the sponsor and implementing agency for construction of landscaping
MOU (TA/Burlingame)	05/30/24	04/30/29	10/31/28	Construction of 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 improvements

STATUS OVERVIEW:

Percent Complete:		45%	
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.

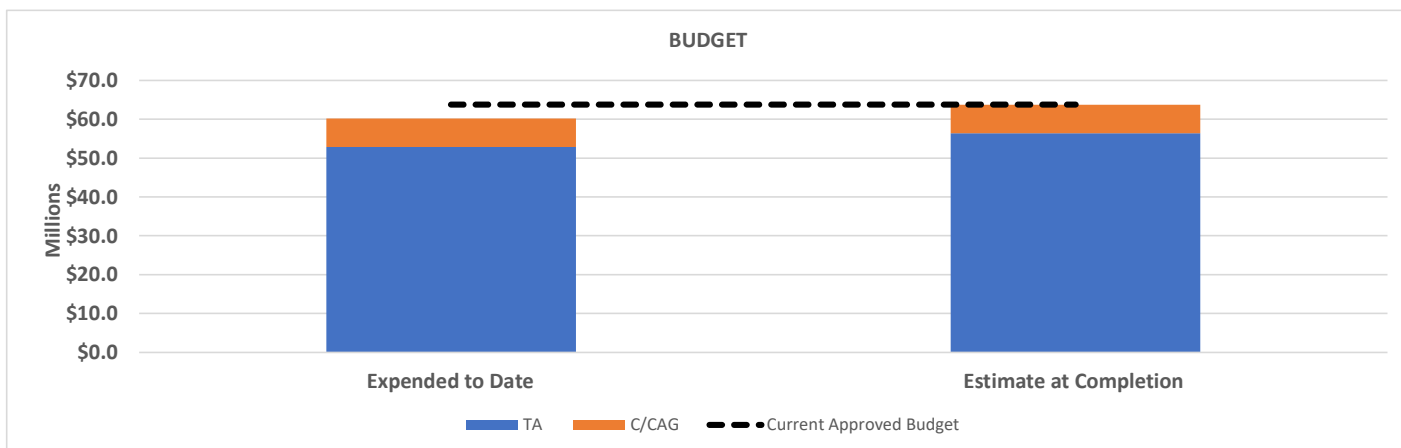
This project will address operational deficiencies both on US 101 and Willow Road that are caused by the short weave between on- and off-ramps and result in travel time and reliability benefits. The project will also address safety and operational issues for bicycling and walking.

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, TA, and Caltrans have an agreement to finalize the design and construct the landscaping for the project. The Caltrans cooperative agreement was signed in September 2023.

Upon securing the encroachment permit, the Transportation Authority (TA) will assume responsibility for advertising, awarding, and administering (AAA) the construction contract, in alignment with the project's cooperative agreement and MOU.

Delay for the PS&E phase in this quarter is attributed to the project team's extensive efforts to locate existing water meters, which ultimately were not found. To address the need for water meters to serve the planned landscaping, the City of Menlo Park collaborated with the City of East Palo Alto to install new water meters within East Palo Alto's right-of-way. This cooperative effort will allow Caltrans to finalize their comments, which are anticipated to be submitted in early April. Approval of this submittal is a prerequisite for obtaining the encroachment permit required for project construction. Eventually the funding agreement will require amendment to extend the schedule to fully accommodate the plant establishment 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	\$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	04/30/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	10/10/28	08/06/25	08/30/29

PROGRESS THIS QUARTER:

1. Working on 100% plans.
2. The City met with City of East Palo Alto staff on proposed water meter locations.
3. The team coordinated with PG&E to review proposed plans near an existing gas line and complete the utility certification.

FUTURE ACTIVITIES:

1. Submit 100% PS&E to Caltrans by April 2025.
2. Work on the construction encroachment permit.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/10/28	Establishes the City as the implementing agency for landscaping PS&E and the 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

STATUS OVERVIEW:

Percent Complete:		85%	
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, signalizing ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and US 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

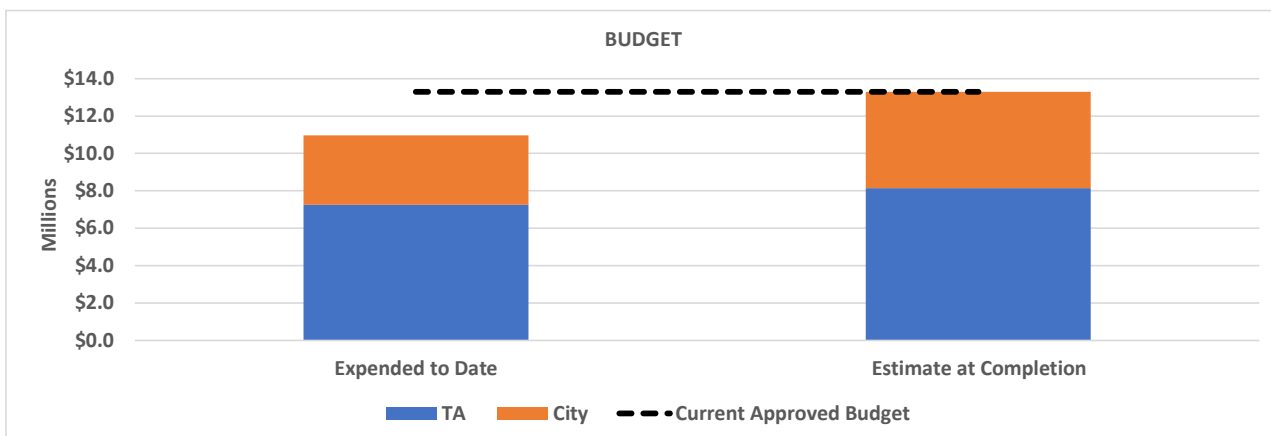
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide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

STATUS SUMMARY:

The project team worked with Caltrans and FHWA to secure \$8M of the \$105M INFRA grant for the ROW phase. This requires a TIP amendment to be approved by MTC in April and a ROW co-op agreement amendment with Caltrans to reflect the new funding source, which will also be executed in April. Caltrans has also agreed to explore the use of SHOPP or other fund sources to support the construction of the bicycle and pedestrian facilities which will address concerns identified during the Roadside Safety Audit.

Project Team is securing City Council approval for property purchase agreements and worked to get the Notices of Intent prepared and sent to property owners for the Resolution of Necessity (RON) hearing scheduled for April 28. HazMat investigations requested by Caltrans are ongoing. The City has identified stormwater capture credits as mitigation for the project's increase in impervious surfaces. This approach will be presented to the Regional Water Quality Control Board along with Caltrans for concurrence. The project team conducted a constructability review, updated the risk register, and conducted an executive management meeting.

The schedule changed to yellow this quarter due to additional time needed to complete 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	\$8,140,000	\$7,253,158	\$886,842	89%	\$8,140,000	\$0
City	\$5,160,000	\$3,714,474	\$1,445,526	72%	\$5,160,000	\$0
Total Project	\$13,300,000	\$10,967,632	\$2,332,368	82%	\$13,300,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	01/31/26
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	06/01/26

PROGRESS THIS QUARTER:

1. The project team prepared presentations and staff reports for various city council meetings and closed sessions.
2. Initiated and continued work to update the communications around funding, the ROW process, and construction.
3. Addressed concerns with TIP amendment and the federal funds.
4. The city staff reviewed the TA's draft Supplemental Agreement.
5. Continued work in support of securing property owners' signatures on purchase agreements.
6. Worked to secure rights of entry and arrange for hazardous materials testing on three parcels.
7. Initiated work to schedule and prepare for the Resolution of Necessity hearing for 14 parcels.
8. The project team continued work with utility companies on relocations.
9. The project team conducted focused meetings for Constructability Review, Risk Register Review, and Management Team Review.
10. Participated in the Caltrans Executive Management Review of the PS&E.

FUTURE ACTIVITIES:

1. Conduct hazardous materials testing.
2. Reach agreement with the County regarding the Veterans parcel.
3. Respond to inquiries on the ROW offers.
4. Begin the process for drafting the Construction Coop Agreement.
5. Negotiate and approve purchase agreements for ROW parcels.
6. Finalize plan to mitigate stormwater run-off.
7. Finalize commuciations plan by mid-June.
8. Work on 95% structures PS&E, which includes upgrades to meet current seismic safety standards.
9. Initiate court proceedings for condemnation of properties, if necessary.

KEY ISSUES:

1. UPRR approval is on the critical path and the project team is actively engaging UPRR to advance their review and approval.
2. Engaging with the County to find agreement on driveway design and permanent easement for bicycle and pedestrian access across their property next to Veterans Blvd.

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 for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Amendment 4	05/17/24	06/30/26	12/31/25	Schedule extension and funds added 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:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

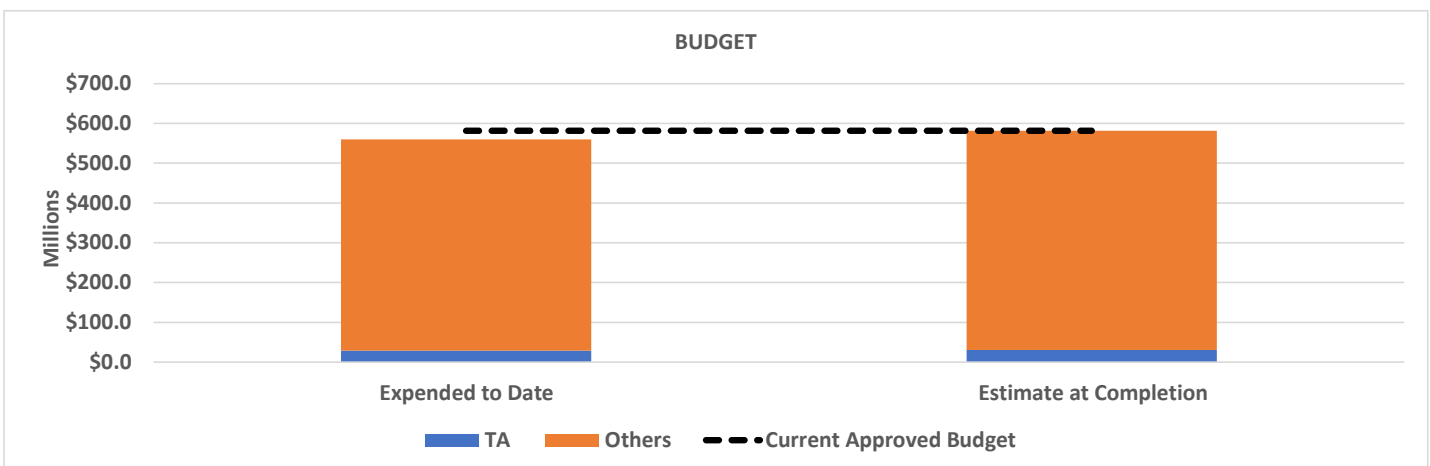
PROJECT DESCRIPTION:

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:

Construction of the US 101 Express Lanes was completed and began operations in March 2023. The closeout of the construction contract is nearly final, including completion of the as-built drawings. The remaining work is for construction of the project landscaping that began in March 2023 and is anticipated to be complete by the end of 2027, including the plant establishment period.

Roadside clearing and installation of irrigation supply lines, valves, sprinkler assemblies, and irrigation controllers are complete and have electrical power. Planting and irrigation controller testing are substantially complete.



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	\$28,974,742	\$1,525,258	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,424,320	\$12,575,680	\$95,000,000	\$0	87%
Loan/Future Toll	\$86,500,000	\$86,500,000	\$0	\$86,500,000	\$0	100%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$300,640,851	\$6,029,149	\$306,670,000	\$0	98%
Private	\$53,000,000	\$51,550,395	\$1,449,605	\$53,000,000	\$0	97%
Total Project	\$581,170,000	\$559,590,308	\$21,579,692	\$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. Completion of all as-builts and transferred. Awaiting final utility billing to complete closeout with Caltrans.

Project Landscaping:

1. Completed installation of irrigation facilities at all locations.
2. Completed electrical service connections for irrigation controllers at 20 of 21 locations.
3. Planting is 60% complete and irrigation functional tests have been completed and passed at 15 irrigation controllers.
4. Completed the irrigation crossover extension at University to accommodate off-ramp widening for the City of East Palo Alto's Pedestrian Overcrossing Project.

FUTURE ACTIVITIES:

1. Complete closeout activities.

Project Landscaping:

1. Complete remaining electrical service connections.
2. Perform remaining irrigation controller functional tests and planting.
3. Install various electrical and water system components including transformers, solar power, and water supply connections.

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 15777303.4 - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
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 15777303.4 Amendment #1	05/27/20	N/A	N/A	Addition of Southern Segment; tolling and violation policies
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 04-2767; 15777303.4 Amendment 2	01/31/23	N/A	N/A	Adjustment of funding commitments for the toll system
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:		57%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

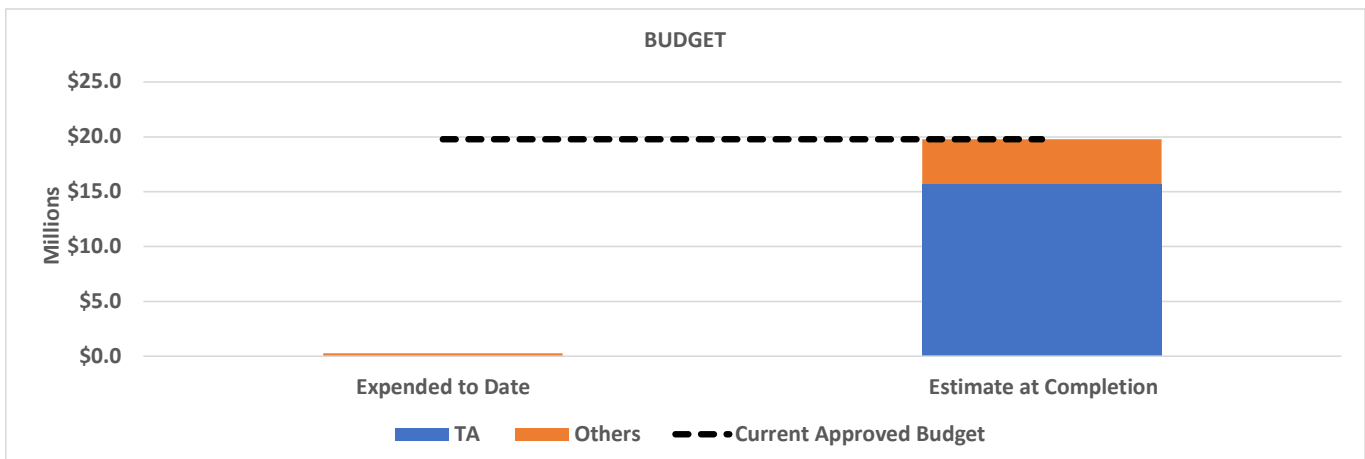
PROJECT DESCRIPTION:

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:

Construction activities began in July 2023. The construction contractor has made significant progress with the pedestrian overcrossing bridge structure and lighting. The majority of work for the realignment of the northbound US 101 off-ramp and intersection improvements have been completed.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$15,700,000	\$0	\$15,700,000	0%	\$15,700,000	\$0
Federal (earmark)	\$771,000	\$245,272	\$525,728	32%	\$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	\$19,773,200	\$245,272	\$19,527,928	1%	\$19,773,200	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	07/31/25	03/01/23	08/31/25

PROGRESS THIS QUARTER:

1. Completed grouting of the bridge structure support cables.
2. Installed the seals that allow the bridge to expand and contract with temperature changes.
3. Completed the concrete barriers around the bridge supports (columns).
4. Began installation of the metal safety barriers (guardrails).
5. Began digging the bases for the new traffic signals and city lights and preparation to switch over to the new lighting system.
6. Began installing the fence on the bridge.
7. Began installing pipes (conduit) for the fiber optic cables and the boxes where these cables can be accessed (pull boxes).
8. Improvements to the drainage system along both the north and south sides of University Avenue, near the main work area.
9. Began work on the paths on both the north and south sides of the bridge.

FUTURE ACTIVITIES:

1. Continue to install fencing on the bridge then lighting.
2. Continue construction of various traffic signal and lighting foundations.
3. Complete improvements at University/Woodland intersections.
4. Complete grading for the path both north & south of the bridge.

KEY ISSUES:

Additional time is needed through August 2025 to complete construction due to ongoing coordination with adjacent Caltrans projects.

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: Utah Avenue Overcrossing

Project ID: 000803

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

PHASE OVERVIEW:

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

STATUS OVERVIEW:

Percent Complete:		30%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

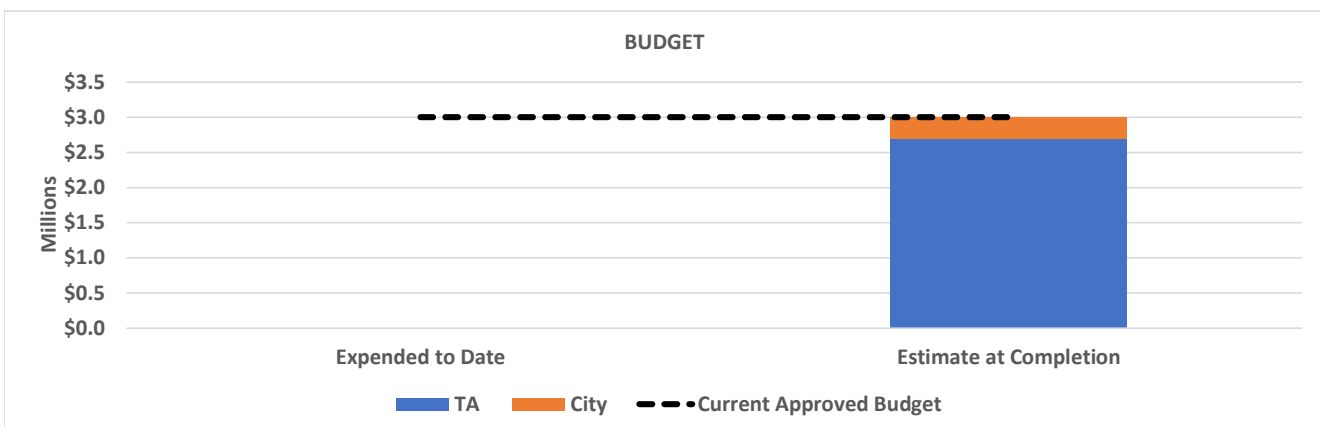
The purpose of the project is to provide an additional local east-west connection across US 101 that benefits all modes of transportation in the project area; and accommodate future planned growth in the City of South San Francisco and in the project vicinity.

STATUS SUMMARY:

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

As of January 2025, Caltrans has approved the geometric plans and the structural report. This approval marks a significant milestone, allowing the project to progress into subsequent phases with the assurance that it aligns with Caltrans' standards and environmental considerations. The project is progressing towards the 65% PS&E submittal.

Schedule status changed from yellow to red this quarter. Project delay stems from the considerable time the design team dedicated to coordinating with adjacent development projects. These developments necessitated that the project team to devise alternative solutions that would not adversely affect the approved designs and environmental clearances for the Caltrans Utah Overpass 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	\$2,700,000	\$0	\$2,700,000	0%	\$2,700,000	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$3,000,000	\$0	\$3,000,000	0%	\$3,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	5/27/2024	12/31/2025	5/27/2024	12/31/2025	5/27/2024	8/11/2026

PROGRESS THIS QUARTER:

1. Worked on responding to Caltrans' comments on 35% design.
2. Finalized geotechnical field investigation.
3. Submitted Hazmat Work Plan to Caltrans.
4. Completed field survey.
5. Continued working on stormwater analysis and drainage design and reports.

FUTURE ACTIVITIES:

1. Complete and submit the Quality Management Plan (QMP) to Caltrans.
2. Continue working on 65% PS&E.
3. Continue coordination with utility companies.
4. Proceed with geotechnical investigations of hazardous materials on private property.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

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

Project ID: 000805

Sponsor: City of San Mateo
Implementing Agency: City of San Mateo
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:		68%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

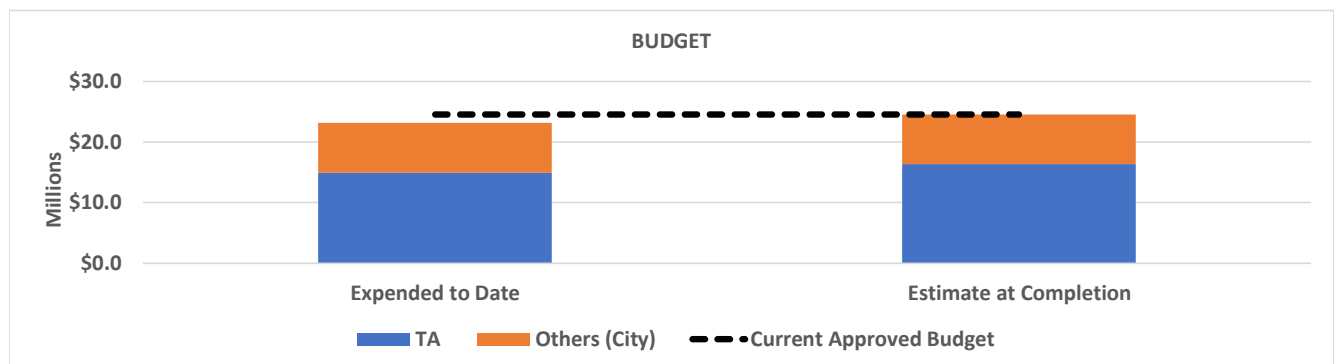
This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and adding bike lanes on State Route 82.

STATUS SUMMARY:

Caltrans Headquarters approved the Project Approval and Environmental Document (PAED) 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.

Following the preconstruction meeting held in September 2024, the contractor and resident engineer (RE) began working on the submittals. Construction has started.

The project is delayed for multiple reasons - the start of the rainy season, expiration of the encroachment permit, and staff changes at the City. The contractor and the City agreed to pause the start of construction until after the rainy season. The City requested an extension of the current contract, as it was set to expire in February 2025. The City's Resident Engineer and Caltrans are currently reviewing the materials submitted by the contractor. Construction is expected to begin following approval of the Caltrans encroachment permit.



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	\$5,042,826	\$7,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,177,464	\$1,390,721	94%	\$24,568,185	\$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	12/30/27	09/01/22	12/30/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. Continue to review contractor submittals, requests for information and construction schedule.
2. Filed a new encroachment permit with Caltrans since the last one expired.

FUTURE ACTIVITIES:

1. Schedule a site visit with contractor and stakeholders.
2. Begin construction activities in May.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	04/04/22	12/30/27	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:		25%	
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:

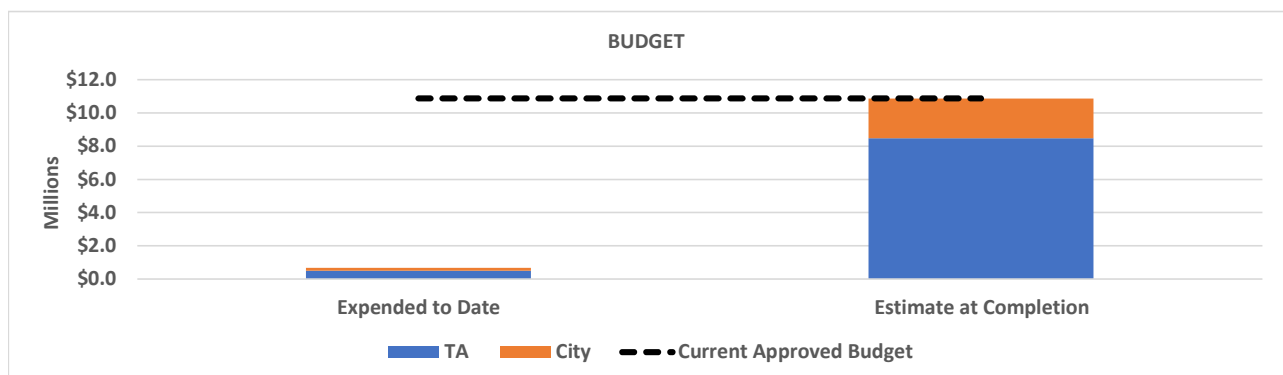
The City has prepared and submitted all required documents, plans, specifications, estimated and Caltrans forms needed for the encroachment permit. The City met with Caltrans staff to discuss new review comments for electrical, environmental, signals, maintenance and geometrics. New Caltrans staff replaced retired Caltrans staff who originally reviewed the plans.

The City incorporated Caltrans' Hwy 1 SHOPP project improvements into its final plans and specifications. The City continues coordinating with Caltrans on the SHOPP project. Caltrans just advertised their project for construction.

City has met with PG&E for relocation of a newly discovered vent for the gas pipe crossing north of Terrace Avenue as well as to obtain new electric service for the signalized intersection. All other utility has been completed and Notice To Owners have been issued. The City is now coordinating with Caltrans to obtain the right-of-way certification.

The City has prepared and advertised a proposal for a construction manager. Interviews are planned for April 2025 with a panel consisting of the City and TA staff.

The City has met with Andreotti Farms for a time extension for the TCE agreement.



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	\$498,320	\$7,976,680	6%	\$8,475,000	\$0
City	\$2,400,000	\$158,885	\$2,241,115	7%	\$2,400,000	\$0
Total Project	\$10,875,000	\$657,205	\$10,217,795	6%	\$10,875,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City has advertised the RFP for a construction management firm.
2. The City met with various Caltrans divisions to discuss their new comments and incorporate into plans. The City has prepared the final documents to Caltrans for issuance of the encroachment permit in order to advertise the project for construction.
3. Per SamTrans request, the City has reviewed SamTrans plans and specifications for possible upgrade of bus stops within the project boundaries. Riparian mitigation plans have been completed and ready for construction.
4. All utility relocations are completed. Comcast, AT&T, PG&E (Gas and Electric) and Coastside County Water District facilities have been relocated and Notice To Owners have been issued. The City is awaiting Caltrans Right-of-Way Certification.
5. The temporary construction easement (which has been executed for a period of 3 years) is being extended for an additional three years.
6. Water Quality Control Board has issued the permit for the extension of a drainage inlet needed for the Class I path alignment.
7. The City presented the project update to the Planning Commission as required by the conditions of the Coast Development Permit and received positive feedback to proceed.

FUTURE ACTIVITIES:

1. City to continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Conduct Construction Management interviews and select Construction Manager for the project.
3. Coordinate construction schedule with Caltrans SHOPP project timeline.
4. Execute amendment to Temporary Construction Easement (TCE) for time extension.
5. Prepare Construction Bid package.
6. Execute amendment to funding agreement to extend project schedule.

KEY ISSUES:

Caltrans has new staff replacing the staff who retired. A new set of comments on the previously reviewed plans are being discussed between Caltrans and the City. This may result in additional modifications to the plans and specifications.

AGREEMENT HISTORY:

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

PROJECT: 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 Francisco County Line

STATUS OVERVIEW:

Percent Complete:		73%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

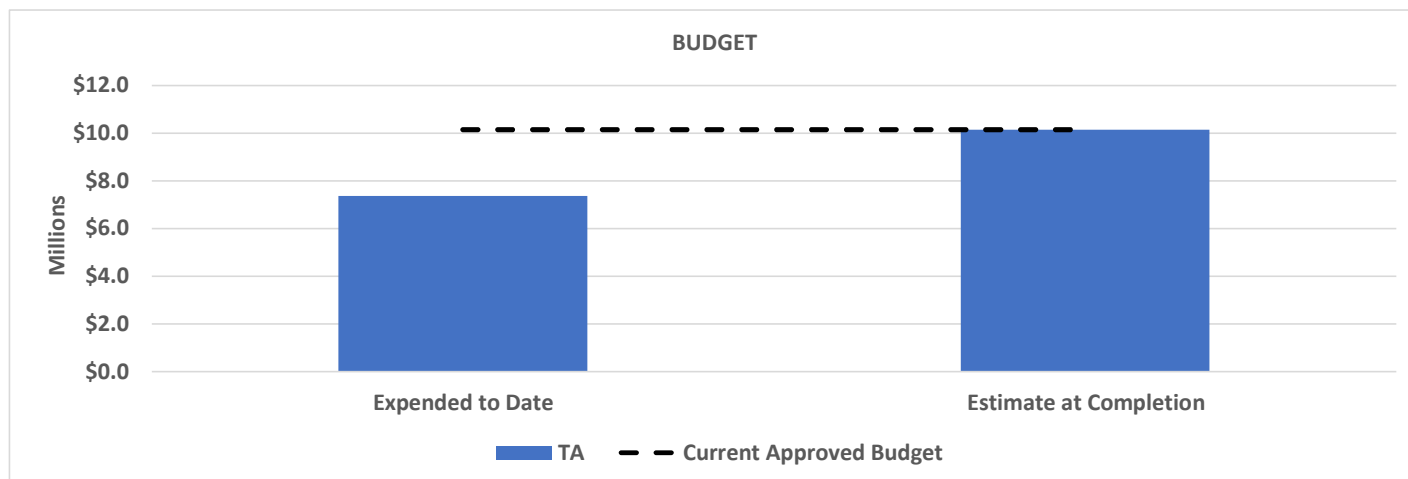
The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380)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

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

STATUS SUMMARY:

The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various environmental studies have received approvals from Caltrans functional units. The draft environmental document (DED) was initially scheduled for release in late 2024. However, given the complexity of the required technical studies, including traffic analysis, additional time is required to complete the work. Additional coordination with Caltrans management has improved collaboration on traffic-related work. The traffic studies will be completed in late 2025 with release of the DED for public comment in 2026.

The project team continues to make progress on the traffic modeling and vehicle miles traveled analysis.



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	\$7,368,716	\$2,781,284	73%	\$10,150,000	\$0
Total Project	\$10,150,000	\$7,368,716	\$2,781,284	73%	\$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	06/30/25	11/02/20	10/27/26

PROGRESS THIS QUARTER:

1. Developed VMT mitigation strategy memorandum.
2. Working with Caltrans Highway Operations on the 2030 and 2050 operational analyses.
3. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
4. Addressed comments received from Caltrans on the Ramp Metering Fact Sheet.

FUTURE ACTIVITIES:

1. Complete Noise Abatement Decision Report.
2. Submit VMT memo to Caltrans for review and concurrence.
3. Advance work on the Traffic Operational Analysis Report.
4. Advance the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
5. Advance the Administrative Draft Project Report.

KEY ISSUES:

The schedule has been impacted by delays in approval of traffic operational analysis models by Caltrans. May need to deobligate PS&E funding.

AGREEMENT HISTORY:

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

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

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

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

STATUS OVERVIEW:

Percent Complete:		7%	
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.

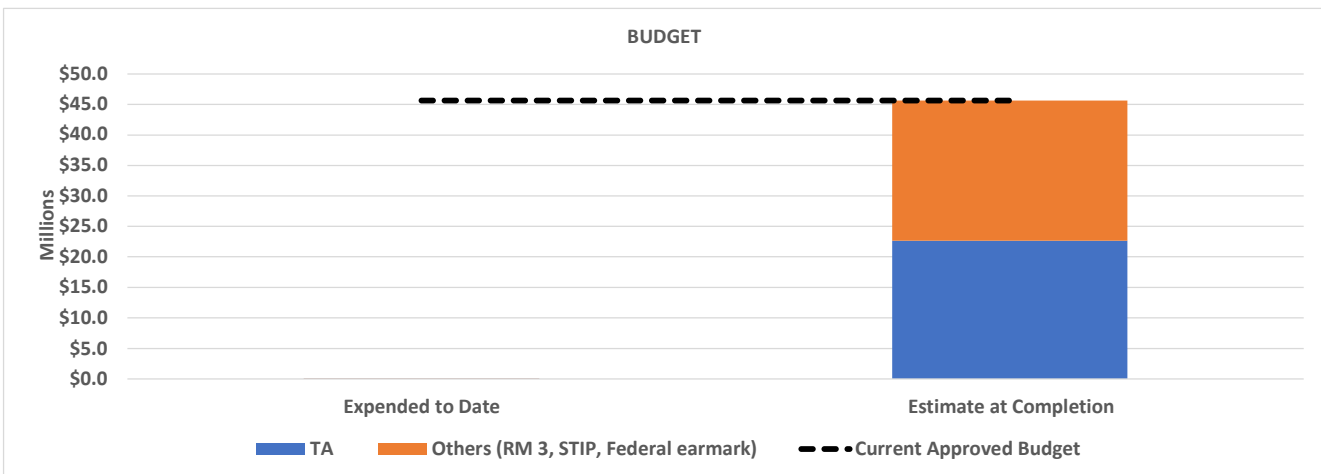
The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by reducing backups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

STATUS SUMMARY:

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

In January 2024, the TA and the City/County Association of Governments (C/CAG) entered into agreement to establish Caltrans as the implementing agency for the construction phase. The Cooperative Agreement was amended in July 2024 to update the funding summary with additional Regional Measure 3 funding allocated by the Metropolitan Transportation Commission to replace State Transportation Improvement Program funds that are not yet available.

Caltrans advertised the construction contract in August 2024 and opened bids on November 13, 2024. Caltrans received 9 bids and awarded the contract to the lowest bidder, Gordon N. Ball Incorporated. Construction activities began on April 28, 2025. The schedule is delayed due to additional time needed for Caltrans to finalize the advertising package. The contractor award was finalized in January 2025, and the updated schedule pushed the completion date back to Summer 2028 (including a 1-year plant establishment 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	\$22,663,000	\$72,489	\$22,590,511	0%	\$22,663,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$40,954	\$21,921,046	0%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$45,625,000	\$113,443	\$45,511,557	0%	\$45,625,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Awarded the construction contract to Gordon N. Ball Inc.
2. Conducted pre-construction meeting with the contractor team, Caltrans functional units, and city staff.
3. Caltrans updated the project webpage and drafted a public participation plan.

FUTURE ACTIVITIES:

1. Finalize project flyer and distribute to project stakeholders.
2. Issue traffic advisory for ramp closures.

KEY ISSUES:

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

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
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding

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:		30%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

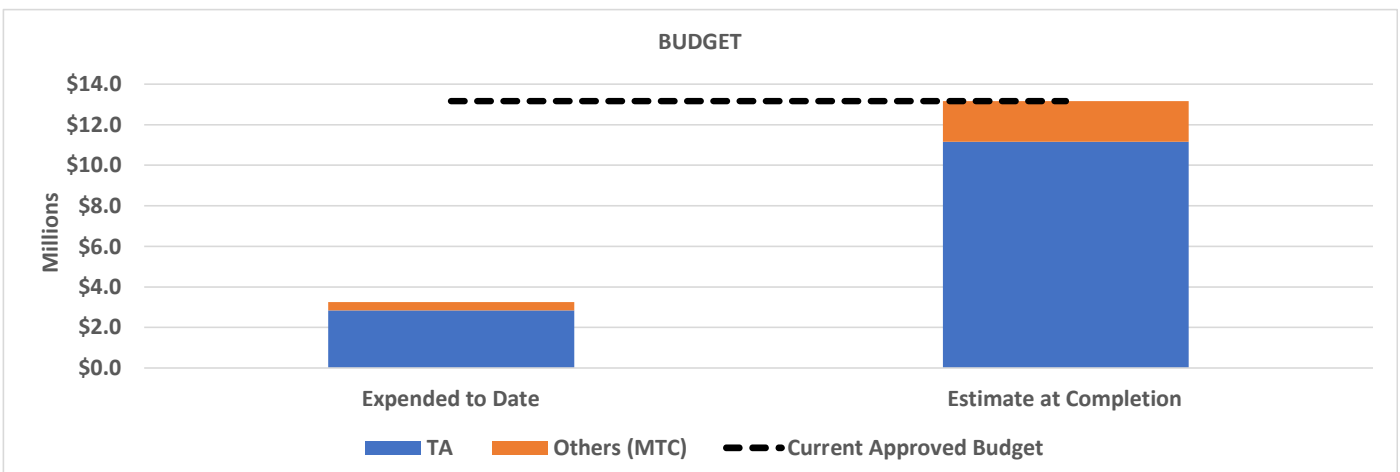
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

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 reduce cut through traffic on local streets.

STATUS SUMMARY:

Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. The 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 environmental scoping period was completed in May 2024. The project team continues working on multiple engineering and environmental studies. Ongoing stakeholder coordination is being conducted with the City of San Mateo and Foster City.



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	\$2,844,193	\$8,326,583	25%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$407,689	\$1,592,311	20%	\$2,000,000	\$0
Total Project	\$13,170,776	\$3,251,882	\$9,918,894	25%	\$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	02/05/27

PROGRESS THIS QUARTER:

1. Continued development of the Public Participation Plan.
2. Continued future year assessment of potential operational improvements for the US 101 northbound on-ramp at Hillsdale.
3. Continued development of travel demand forecasting.
4. Conducted two Project Development Team meetings.
5. Distributed various draft studies to Caltrans for review including the Stormwater Data Report, Structures Preliminary Geotechnical Report, and Pavement Design Memo.
6. Circulated an MOU amendment to extend the scope completion date.

FUTURE ACTIVITIES:

1. Refine the draft geometric plans for all the Build Alternatives.
2. Continue advancing the environmental and engineering studies.
3. Execute MOU amendment to extend the scope completion date.
4. Continue coordination with the cities of San Mateo and Foster City and updates for their city councils.

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/CCAG 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 Funded Phases: None

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:		35%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:

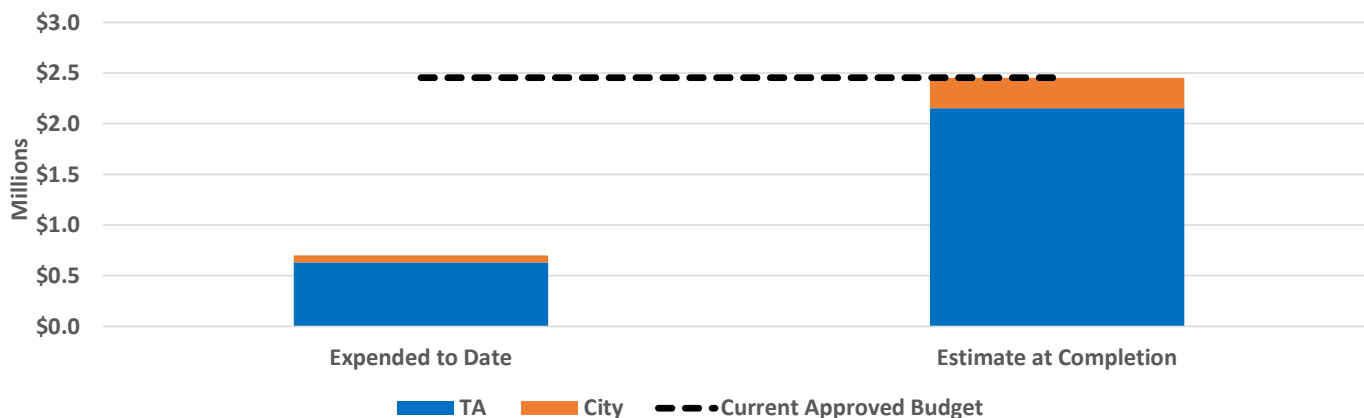
The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach onto the opposing lane. The Project will also provide sidewalks, bike lanes, and two bus stops including shelters on the widened Manor Drive overcrossing. New signals equipped with pedestrian heads will replace the stop controls at Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard, along with improved crosswalk markings and ADA compliant curb ramps. The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, the project will construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound SR 1 without traveling through the Manor Drive/Oceana Boulevard intersection. Aesthetic treatments of the Manor Drive overcrossing railing, barriers, retaining walls, landscaping, hardscaping and upgraded lighting will be developed in coordination with Caltrans.

STATUS SUMMARY:

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

Caltrans and the City are discussing what the most appropriate type of environmental document is for the project and which agency will be the CEQA lead (currently Caltrans). The Project Development Team (PDT) with input from the City (and City Council) are considering the elimination of Build Alternative 2. Public meetings will be scheduled to obtain feedback from the local residential and business communities.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,152,663	\$628,432	\$1,524,231	29%	\$2,152,663	\$0
City	\$300,000	\$69,826	\$230,174	23%	\$300,000	\$0
Total Project	\$2,452,663	\$698,258	\$1,754,405	28%	\$2,452,663	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continued working on the alternatives.
2. Existing Conditions Report was approved on 2/19/25 by Caltrans.
3. Submitted Traffic Operations Analysis Report (TOAR) to Caltrans.
4. The Drainage Report was initiated.
5. The Noise Study Report was initiated.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Continue working on the environmental studies.
3. Continue working on the engineering studies.
4. Submit the Drainage Report to Caltrans.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:

Project Approval and Environmental Document (PAED) phase of congestion and safety improvements on SR 1 between 16th Street and Cypress Avenue

STATUS OVERVIEW:

Percent Complete:		17%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

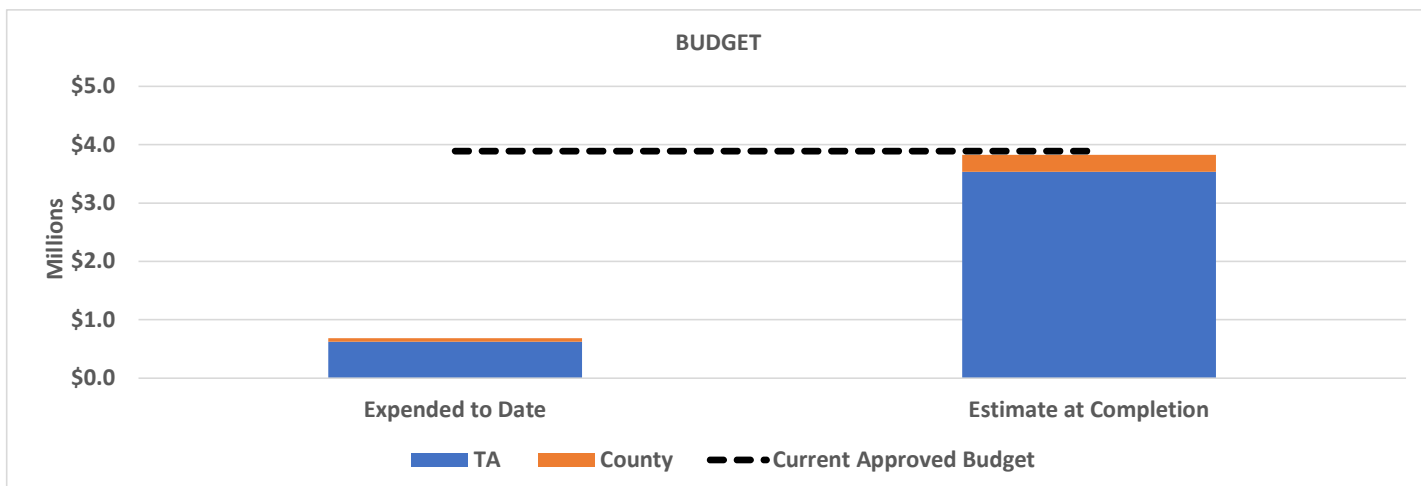
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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

The design alternatives have been updated based on new data from topographic and traffic studies, coordination with utility companies continues, and several environmental studies are underway. The consulting team continues to work on traffic studies, refining the design alternatives, optimizing the roundabouts, and drafting the Intersection Safety Operational Assessment Program (ISOAP) memorandum.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$621,675	\$2,909,325	17.6%	\$3,531,000	\$0
County	\$359,000	\$66,871	\$292,129	18.6%	\$359,000	\$0
Total Project	\$3,890,000	\$688,546	\$3,201,454	18%	\$3,890,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Revised Forecast Methodology Memo was submitted to, and approved by, Caltrans.
2. Worked on Stage 1 Intersection Safety and Operational Assessment Process (ISOAP).
3. Submitted Existing Condition Report for approval to Caltrans.
4. Continued working on a Community Outreach Plan.
5. Project utility data was finalized and incorporated into the project.

FUTURE ACTIVITIES:

1. Complete and submit Quality Management Plan (QMP) to Caltrans.
2. Continue to refine and evaluate design alternatives.
3. Follow up with Caltrans Traffic Operations.
4. Work on ISOAP Stage 2.
5. Work on environmental analysis, biological, and cultural studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension
RESO (PAED)	12/07/23	N/A	N/A	Board Resolution 2023-33
Cooperative Agreement No. 04-2965	3/5/2024	N/A	N/A	Establishes TA as the sponsoring and implementing agency of the PAED
MOU (PAED)	4/1/2024	5/30/2027	11/30/2026	Board Resolution 2023-26

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: PSR-PDS (Activity 11), PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
 Project Study Report-Project Development Support (PSR-PDS) and
 Project Approval and Environmental Documents (PA&ED) for bicycle

STATUS OVERVIEW:

Percent Complete:		26%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

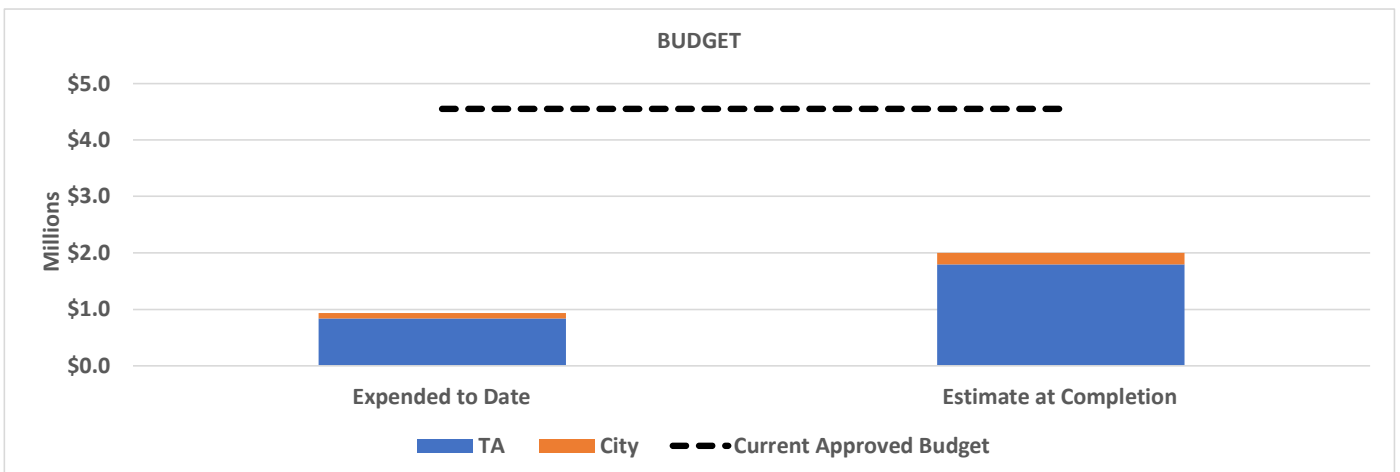
The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) and the Project Approval and Environmental Documents (PA&ED) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The project 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.

STATUS SUMMARY:

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 for the PSR-PDS phase to be completed by 03/31/25.

PSR-PDS: Caltrans approved the PSR-PDS on 02/06/25. The final reimbursement claim is expected from the project sponsors by 05/31/25 and the phase will be closed out by 06/30/25. Any remaining funds will revert to the respective programs. The QSR will only report on the PA&ED phase starting with Q4 QSR.

PA&ED: Project Approval and Environmental Documents (PA&ED) activities for El Camino Real are currently progressing on schedule. However, the extended duration of the Caltrans Traffic Operations review process is likely to impact the overall schedule as traffic is on the critical path. The Cooperative Agreement with Caltrans was executed on February 7, 2025, after approval of the PSR-PDS.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA (PSR-PDS)	\$1,800,000	\$838,217	\$961,783	47%	\$1,800,000	\$0
City (PSR-PDS)	\$200,000	\$93,200	\$106,800	47%	\$200,000	\$0
TA (PAED)	\$2,295,000	\$227,845	\$2,067,155	10%	\$2,295,000	\$0
City (PAED)	\$255,000	\$38,106	\$216,894	15%	\$255,000	\$0
Total Project	\$4,550,000	\$1,197,368	\$3,352,632	26%	\$4,550,000	\$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	03/31/25	04/03/23	03/31/25
PAED	08/05/24	09/30/25	08/07/24	12/31/25	08/07/24	12/31/25

PROGRESS THIS QUARTER:

1. Caltrans approved the PSR-PDS on 02/06/25.
2. Developed geometry updates and did geotechnical work.
3. Continue with environmental technical studies and supplemental topographic survey.
4. Submitted Existing Conditions Report and traffic forecasting for Caltrans review and approval.
5. Developed utility conflict analysis and Stormwater Data Report.
6. Developed Traffic Management Plan (TMP) Data Sheet for Caltrans review.
7. Submitted Design Standard Decision Document (DSDD) for Caltrans review.
8. Executed Cooperative Agreement with Caltrans.

FUTURE ACTIVITIES:

1. Close-out PID phase.
2. Continue with traffic technical analysis tasks and geometric updates.
3. Start PDT meetings for the PAED phase.

KEY ISSUES:

The project is generally on schedule. However, Caltrans Traffic Operations review timelines are longer than anticipated, which is likely to impact the overall schedule as traffic is on the critical path.

AGREEMENT HISTORY:

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



CALTRAIN & GRADE SEPARATIONS SUMMARY TABLE

FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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)	36	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
000813	Grade Separation - Broadway (Burlingame)	38	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	40	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
000824	Caltrain Special Project - South San Francisco Station Improvement Project	42	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

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:

- For lights with more than one event trigger, the worst performing light will be shown.
- Light color is based on the worst performing pending milestone (completed milestones are not considered).
- 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
- 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: Closeout (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
The project is in the Close out phase (Activity 18)

STATUS OVERVIEW:

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

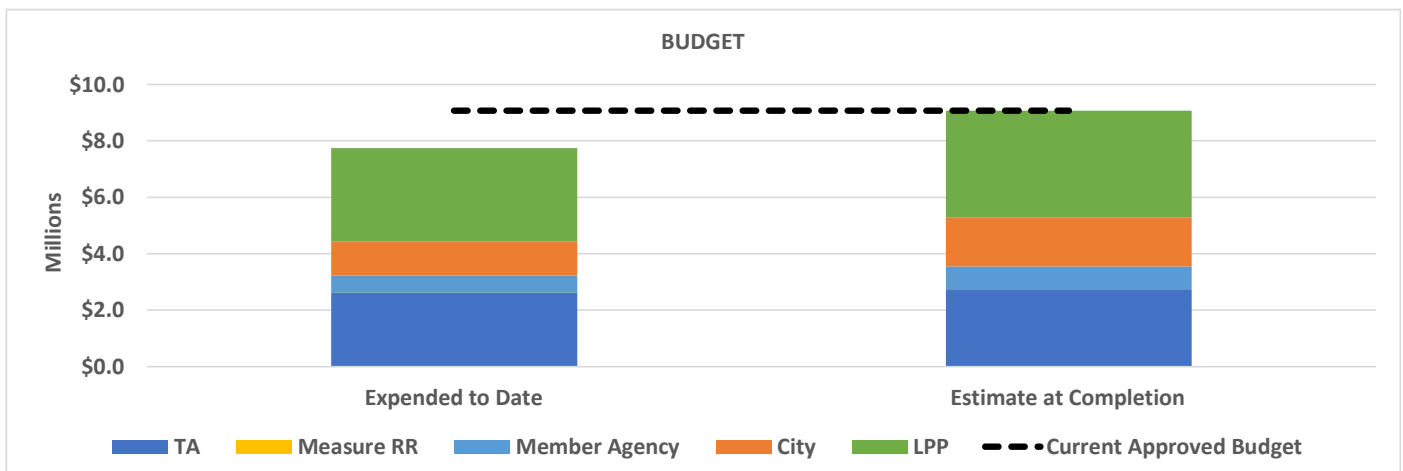
PROJECT DESCRIPTION:

The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Avenue to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service.

Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.

STATUS SUMMARY:

Construction has been completed. Construction Management team continues to work on closeout tasks and handover to the Maintenance team.



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	\$2,614,141	\$121,859	96%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$616,889	\$183,111	77%	\$800,000	\$0
LPP	\$3,773,000	\$3,290,474	\$482,526	87%	\$3,773,000	\$0
City	\$1,746,929	\$1,209,233	\$537,696	69%	\$1,746,929	\$0
Total	\$9,066,340	\$7,734,764	\$1,331,576	85%	\$9,066,340	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/01/23	03/31/24	03/01/24	08/31/25	03/13/24	08/31/25

PROGRESS THIS QUARTER:

1. SWI achieved final completion of the construction scope.
2. Post construction sound and vibration monitoring occurred late January.
3. Began construction closeout.

FUTURE ACTIVITIES:

1. Complete the construction closeout.

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:		65%	
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.

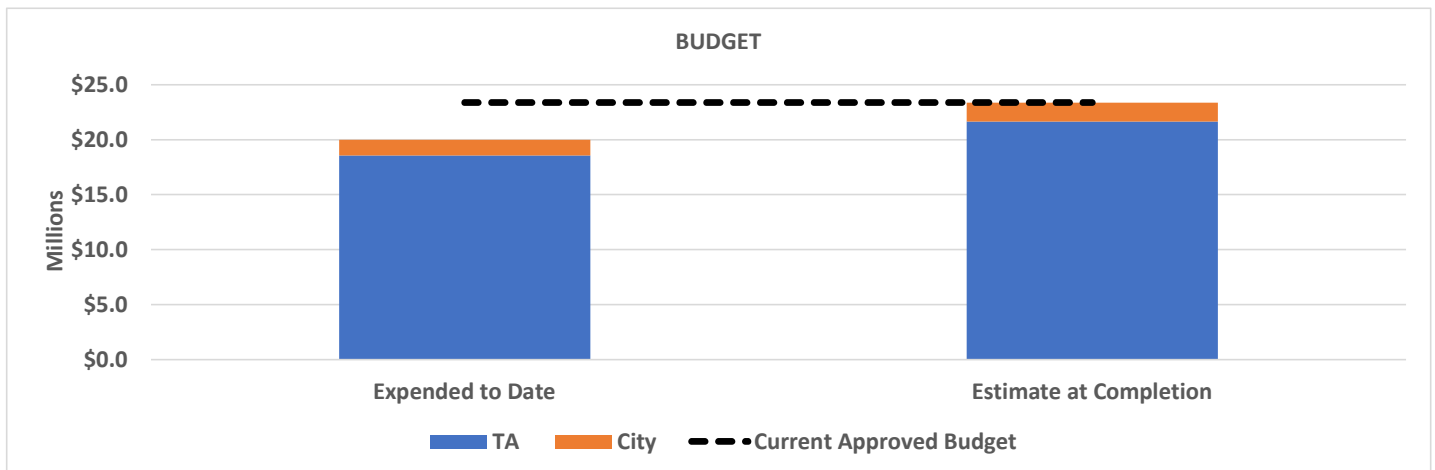
STATUS SUMMARY:

The project team conducted a comprehensive review of critical concepts to align with project goals and identify cost-saving opportunities. As part of this effort, Caltrain developed multiple alternatives aimed at reducing project costs to a fundable level.

Four options were analyzed:

- Retaining the center boarding platform (baseline).
- Switching to a side boarding platform.
- Deferring station construction to a future date.
- Removing the station entirely.

Following collaborative Value Engineering (VE) sessions with the design team, CMGC, City, and TA, Caltrain presented these options on March 3rd and the city selected the "No Station" option.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$21,663,000	\$18,562,633	\$3,100,367	86%	\$21,663,000	\$0
City	\$1,700,000	\$1,438,512	\$261,488	85%	\$1,700,000	\$0
Total	\$23,363,000	\$20,001,145	\$3,361,855	86%	\$23,363,000	\$0

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Final Design)	N/A	N/A	01/31/20	01/31/25	01/31/20	04/30/27

PROGRESS THIS QUARTER:

1. Completed review of VE proposals and coordinated structural proposals with JPB Engineering.
2. Redesign repricing exercise completed.
3. City and TA accepted the no station option.
4. ROW acquisition: staff recommendation submitted and held discussions with TA, JPB Real Estate, City on path forward.
5. Prepared Board updates for March TA Board and City Council meetings.
6. Further investigation with Legal Council on CEQA status if station descoped: project would be exempt.
7. Met with the City and TA to present the funding request update.

FUTURE ACTIVITIES:

1. Present cost proposal to redesign to 65% at City Council in May 2025.
2. Hold initial discussions with Operations to outline access requirements for the project.
3. Continue build-out of CPM schedule for preconstruction.
4. Review task logic with leadership team.
5. Monthly meeting with TA, City and Caltrain.
6. Conclude investigation on CEQA status.
7. Request funding from Caltrain and the TA for 65% redesign and ROW Support.

KEY ISSUES:

1. Estimated project cost far exceeds available funding, requiring a project redesign which will impact project schedule and cost.
2. Additional funding is needed for the redesign and future phases should project advance.
3. Funding received as per the 1st Amendment of MOU between SMCTA, City of Burlingame & PCJPB for PS&E is due to expire on 07/31/25.

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 (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU Amendment 1 (PS&E)	07/22/24	07/31/25	07/31/25	Amendment to include funding for CMGC contract and extending the term
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralelling 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:		41%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

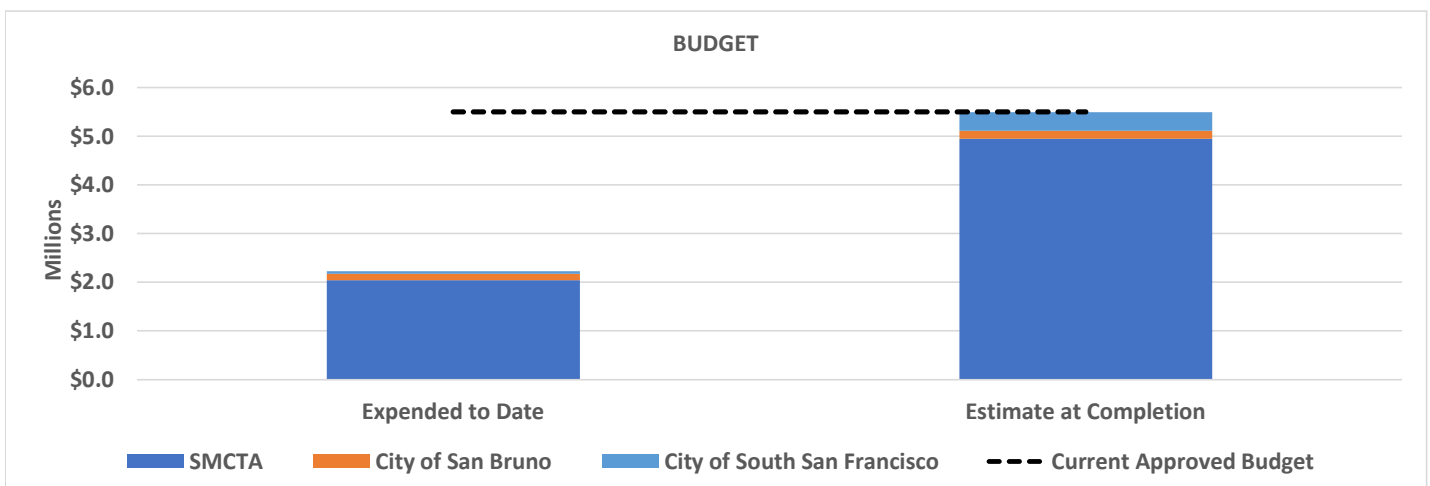
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San 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 completed a value engineering (VE) study to optimize both design and construction of the selected PSR - Alt 1 and identified construction methods to lower the construction duration, reduce potential right-of-way impacts, and reduce traffic impacts during construction. The box jacking method which would keep the railroad at-grade and lower the South Linden Ave under the tracks. Caltrain recommends this change in the preferred alternative and is in the process of presenting this Optimized Alternative to the project sponsors for approval.

The original total project cost was estimated at \$450 million and the value engineering (VE) total project cost has been reduced to \$320 million. Following presentations from the project team, the City Councils approved advancing the Optimized Alternative.

Project schedule delayed due to process to get city council approvals for the optimized alternative. Due to the extended amount of time and additional work to develop and adopt the optimized alternative, anticipate that the budget needed will exceed available funding and



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	\$2,047,926	\$2,902,074	41%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$126,393	\$36,607	78%	\$163,000	\$0
City of South San Francisco	\$387,000	\$53,315	\$333,685	14%	\$387,000	\$0
Total	\$5,500,000	\$2,227,635	\$3,272,365	41%	\$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	08/04/26

PROGRESS THIS QUARTER:

1. Presented to City Council meetings in January and February 2025.
2. Supporting cities and preparing project financial reports.
3. Received approvals from the City of SSF and the City of San Bruno to proceed with the Value Engineering option.

FUTURE ACTIVITIES:

1. Prepare presentations to cities and TA for additional funding request.
2. Re-baseline project and 35% design.
3. Meet with technical groups and realign project meetings to conserve funding and align with design efforts.
4. Prepare project financial reports.
5. Amend MOU to adjust schedule and reflect funding changes.

KEY ISSUES:

None.

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 and provides connectivity along Grand Avenue in South San Francisco.

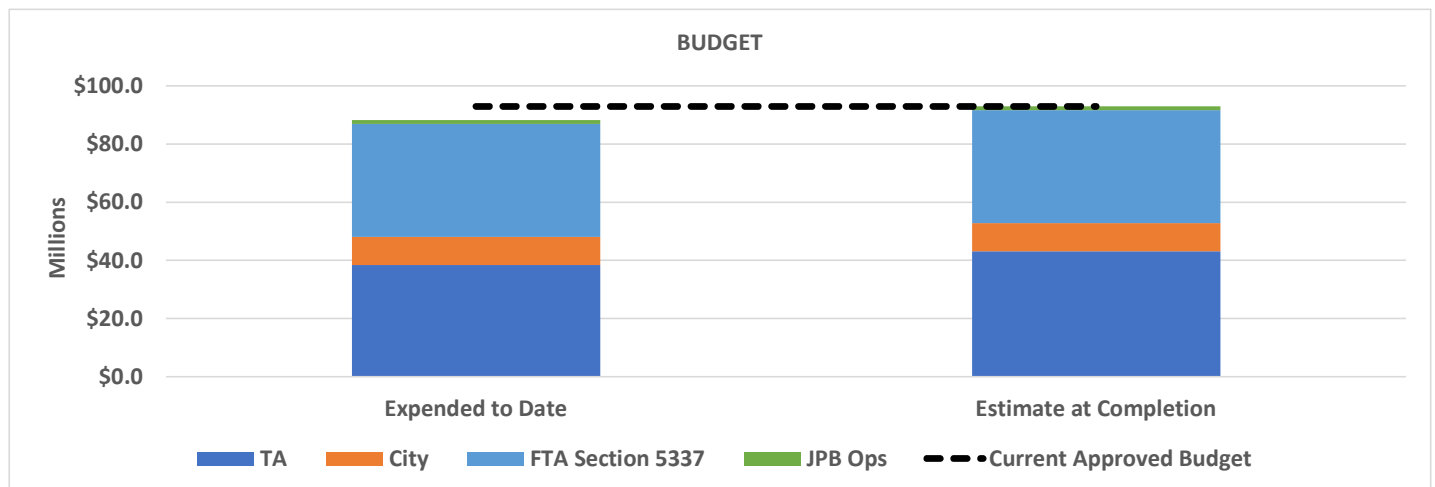
Key elements of the project include:

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:

The project addressed 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 negotiated a cash settlement with UPRR committing Caltrain to pay UPRR \$5.1M to retire the obligation. The payment of \$5.1 million to UPRR has been made. With the payment to UPRR, the project will be closed out.

Staff is waiting on confirmation from JPB that the closeout activities are complete before stopping these reports.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
JPB Ops	\$1,300,000	\$1,299,963	\$37	100%	\$1,300,000	\$0
TA	\$43,120,451	\$38,408,890	\$4,711,561	89%	\$43,120,451	\$0
FTA Section 5337	\$38,827,600	\$38,826,529	\$1,071	100%	\$38,827,600	\$0
City	\$9,674,180	\$9,661,595	\$12,585	100%	\$9,674,180	\$0
Total	\$92,922,230	\$88,196,976	\$4,725,254	95%	\$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	06/30/25	12/21/22	06/30/25

PROGRESS THIS QUARTER:

1. Continued with the closeout activities of the project.

FUTURE ACTIVITIES:

1. Complete project closeout.

KEY ISSUES:

None.

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

**Pedestrian & Bicycle Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025**

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	Have developed final recommendations for preferred alternatives and the traffic analysis has been refined. Phase 2 of outreach activities has been completed.	Dec 2022	Jun 2025	Oct 2025	\$450,000	\$0	\$321,362	\$128,638
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	95% PS&E has been completed and currently waiting for submittal/approval from Caltrain and PG&E.	Dec 2022	Sep 2026	Jul 2027	\$300,000	\$0	\$20,030	\$279,970
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design of Tulare/Santa Clara St. walkway is at 75% completion. Design for San Francisco Ave/Old County and Santa Clara St/Alvarado St. has begun. Completion date has delayed to 2027.	Dec 2022	Aug 2027	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	San Francisco Public Utilities Commission (SFPUC) is still reviewing information regarding licensing issues. First community outreach is scheduled for May 2025.	Dec 2022	Dec 2026	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	No new updates. The project is still in final PS&E phase. Aiming to have 95% construction document completed by next quarter.	Dec 2022	Mar 2026	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	First community meeting was successfully completed. Currently working on 65% plan.	Dec 2022	Mar 2026	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	Design is expected to commence in November 2025 after the completion of the PAED phase. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to November 2026.	Dec 2022	Nov 2026	Original: 11/2025 Extension: 5/2027	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	PS&E has been completed. Continuing to coordinate with Serra Center and Ford Serramonte regarding easement requirements for property access before construction bid can proceed.	Dec 2022	Sep 2026	Nov 2028	\$1,831,500	\$0	\$358,075	\$1,473,425
Daly City	Mission Street Streetscape Project	PS&E, CON	The project has been completed in March 2025 and the project has been accepted by City Council. Final reimbursement was submitted on January 25, 2024.	Mar 2018	Mar 2025	Jan 2024	\$810,000	\$0	\$810,000	\$0
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	No new updates. Continuing to coordinate with PG&E on the plan review. Completion date has been pushed to July 2026.	Dec 2020	Jul 2026	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Currently reviewing proposals and started negotiations to solicit a consultant.	Dec 2022	Jun 2026	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	A kick-off meeting was held and the consultant has prepared a technical memorandum summarizing potential design treatments.	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 has been completed in January 2025 and the final PS&E bid set was approved by City Council at the March 18, 2025 City Council Meeting. Working on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Jan 2025	Jun 2025	\$0	\$400,000	\$386,079	\$13,921
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Working on submitting the Final Report to SMCTA.	Mar 2018	Mar 2025	Original: 3/2024 Extension: 4/2025	\$315,000	\$0	\$315,000	\$0
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	A project update was not provided this quarter.	Dec 2022	May 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000



Pedestrian & Bicycle Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	The project is substantially completed with a few minor punchlist items to be finalized. The City is working on the Final Report to submit to SMCTA.	Apr 2014	Jun 2025	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$169,999.88	\$0.12
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	100% design of the traffic calming measures and permanent bike lanes along Middle Ave have been completed. Have received revised design concepts for El Camino Real/Middle Ave intersection and began the third-party review process.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$117,144	\$1,082,856
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Design proposals are currently under review from the consultants on Caltrain's on-call design team bench.	Dec 2020	Jan 2027	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	Council awarded a construction contract in January 2025. Construction commenced in March 2025.	Dec 2022	Jul 2025	Jun 2028	\$0	\$568,504	\$59,308	\$509,196
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Construction has begun and preparation for the RRFB equipment is underway.	Dec 2020	May 2025	Original: 11/2024 Extension: 5/2025	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Construction to begin in May 2025.	Dec 2020	May 2025	Original: 9/2024 Extension: 5/2025	\$102,703	\$0	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The revised project design was presented a second time to the Transportation Advisory Committee (TAC) in March 2025. The project is at final design stage, and working to submit to Caltrans for an encroachment permit.	Dec 2020	Oct 2025	Mar 2026	\$300,000	\$0	\$47,275	\$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The Vera Ave design is at 95% design and the Broadway design is at 65% design.	Dec 2022	Nov 2025	Dec 2025	\$0	\$615,000	\$160,182	\$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction has commenced and underway for Phase 2 of the project. Expected completion has been pushed to June 2025.	Dec 2022	Jun 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Continuing daylighting law public education with Police staff.	Dec 2022	Jun 2026	Dec 2025	\$0	\$100,000	\$4,709	\$95,291
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Have continued work on construction which includes work on curb ramps, sidewalk medians, roadway striping, and traffic signal pole installation. There have been delays in procuring electrical equipment and project completion has been pushed to June 2025.	Dec 2020	Jun 2025	Apr 2027	\$1,401,000	\$0	\$1,118,724	\$282,276
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Submitted final TEPA memo and received approval from Caltrans in February 2025. Submitted first draft of the PSR-PDS to Caltrans in March 2025.	Dec 2022	Aug 2025	Feb 2026	\$0	\$890,000	\$634,168	\$255,832
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	The project has been on hold pending the consultant contract amendment. Field and management meetings have been conducted in the meantime and the project is expected to resume in late April 2025.	Dec 2020	Dec 2025	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
San Mateo	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets Project	PAED, PS&E	The agreement with SMCTA has been executed January 2025. The Notice to Proceed was issued February 2025 and work has begun on environmental clearance and PS&E.	Dec 2022	Jan 2026	May 2028	\$1,386,364	\$0	\$0	\$1,386,364
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Have addressed comments from the City and produced the final Feasibility Report. The project has been completed in February 2025 and currently working on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Feb 2025	Dec 2025	\$450,000	\$0	\$199,257	\$250,743



Pedestrian & Bicycle Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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
South San Francisco	El Camino Real Corridor Study	PLAN	An amendment to the funding agreement with SMCTA is in process for execution.	Dec 2022	Dec 2025	Jun 2025	\$0	\$100,000	\$0	\$100,000

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.



Ferry Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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.	No new updates this quarter. Continued preparation of the remaining sections of the Draft Environmental Impact Report (EIR).	Jun 2022	Jul 2027	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.	No new updates this quarter. Continued working on the Environmental Clearance documents. The amendment to the funding agreement with the TA is in progress	Jul 2020	Mar 2027	Nov 2023	\$350,000	\$155,117	\$194,883

**ACR/TDM Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025**

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	No progress has been made this quarter. Expected completion has been delayed to June 2025 due to budget shortfall and the need to re-advertise the project.	Aug 2022	Jun 2025	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	Have promoted bike safety and implemented geofencing in high-complaint areas. Working on submitting a request to SMCTA to extend the time of performance.	Aug 2022	Mar 2026	Sep 2025	\$0	\$400,000	\$196,594	\$203,406
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have prepared painted curb extension design alternative for a Contract Change Order and made preparations for slurry seal application. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Dec 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Continued to work with Caltrans on the Maintenance Agreement and continued working with the consultant to address Caltrans comments to finalize the bid package. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Nov 2025	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	The funding agreement with SMCTA is in process for execution.	Aug 2022	Dec 2027	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	A contract has been awarded and construction is expected to begin in May 2025. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Jul 2025	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 this quarter. The design phase is expected to start in November 2025 following the completion of the PAED phase. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to August 2026.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	Continuing to market the program in the Town's Livewire and social media. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to August 2026.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$67,500	\$11,893	\$55,607
Commute.org	Jefferson Union High School District (JUHS) Workforce Housing TDM	PLAN	The project has been completed in December 2024. Final reimbursement was submitted on January 13, 2025.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$10,724	\$72,276
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	Have continued to distribute e-bikes to qualified recipients.	Aug 2022	Jun 2025	Aug 2025	\$0	\$200,000	\$142,551	\$57,449
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Final feasibility study received in February 2025. Study will be taken to TA Board in July for acceptance.	Aug 2022	Mar 2025	Jun 2025	\$200,000	\$0	\$200,000	\$0
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Continuing to negotiate and finalize an agreement with the consultant. The agreement is expected to be executed in May 2025. The City plans to request an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Dec 2026	Sep 2025	\$0	\$100,000	\$0	\$100,000



ACR/TDM Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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	Staff have identified TDM code updates needed to support the development of a TMA in Redwood City. City staff is working with MTC for grant funds to support the code update, and will begin work on this in the next quarter. Have prepared a follow-up presentation to the Transportation sub-committee meeting in April 2025.	Aug 2022	Jul 2025	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Half Moon Bay City Council approved the final plan on February 4, 2025 and the San Mateo County Board of Supervisors unanimously adopted the final plan on February 25, 2025. Working on submitting the final report and final reimbursement claim to SMCTA.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$184,777	\$15,223
<div>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.</div> <div>2. The C/CAG Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan was completed and has been removed.</div>										