



CAPITAL PROJECTS Quarterly Status Report

FY2026 Q2: October 1, 2025 - December 31, 2025



Top-Left: Ribbon-cutting Ceremony of the new US 101 - University Ave Overcrossing Bicycle and Pedestrian Bridge on November 22, 2025

Top-Right: Aerial view of the construction at SR 92 WB off-ramp to US 101 SB as part of the 101/92 Short-Term Area Improvements Project

Bottom-Left: Community workshop hosted in San Mateo on November 5, 2025 for the 19th Ave/Fashion Island Blvd Multimodal Improvements Project

Bottom-Right: City of San Mateo and TA staff receiving feedback from participants on the 19th Ave/Fashion Island Blvd Multimodal Improvements Project



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HIGHWAY PROGRAM SUMMARY TABLE

FY2026 Q2: October 1, 2025 - December 31, 2025

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

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:		74%	
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.

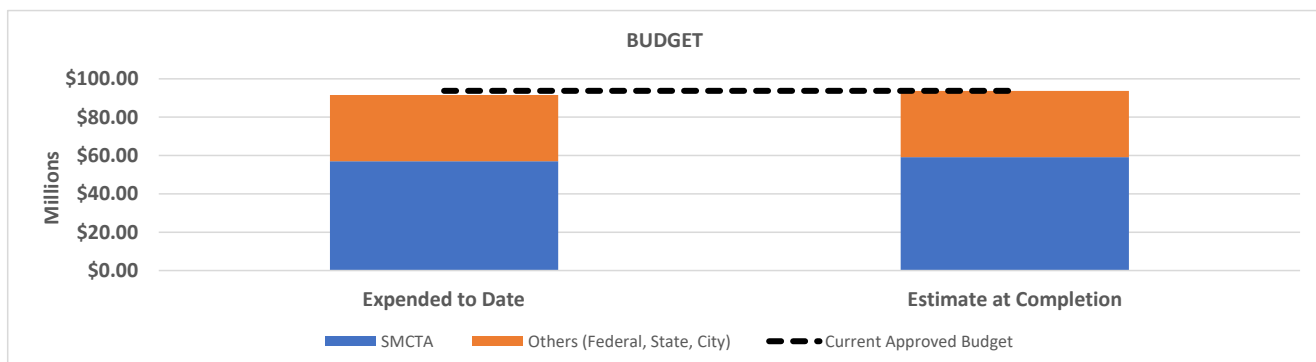
The purpose of the Project is to improve traffic movements and access around the US 101/Broadway interchange; accommodate future increases in traffic at intersections in and adjacent to the interchange; improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange;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

SMCTA staff issued the Notice to Proceed for construction management services to HDR and AECOM to provide design support during construction. In December 2024, the SMCTA Board of Directors approved the construction contract. Active construction began in May 2025.

The project is in the final phase of active construction, which includes irrigation system repairs, site cleanup, and securing Caltrans approval for plant materials. This phase is anticipated to conclude in early winter 2026. Planting is expected to occur in winter 2026, weather permitting, as construction activities are suspended during rainfall. Following planting, the project will enter a three-year vegetation establishment and maintenance period to ensure plant survival, health, and long-term performance.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$59,187,000	\$ 57,054,367	\$2,132,633	96%	\$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	\$91,605,367	\$2,132,633	98%	\$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. Repaired irrigation controllers.
2. Implemented soil protection measures to prevent erosion.
3. Reviewed and confirmed plant types and materials in preparation for landscaping installation.

FUTURE ACTIVITIES:

1. Verify that plant varieties and quantities delivered comply with approved plans and specifications.
2. Prepare planting areas.
3. Install plant materials.
4. Obtain final Joint Use Agreement signatures from PG&E and Caltrans.
5. Finalize the Right-of-Way Record of Survey and submit for approval.
6. The MOU will require an amendment to extend the time of performance to fully accommodate the plant establishment period.

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:		48%	
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.

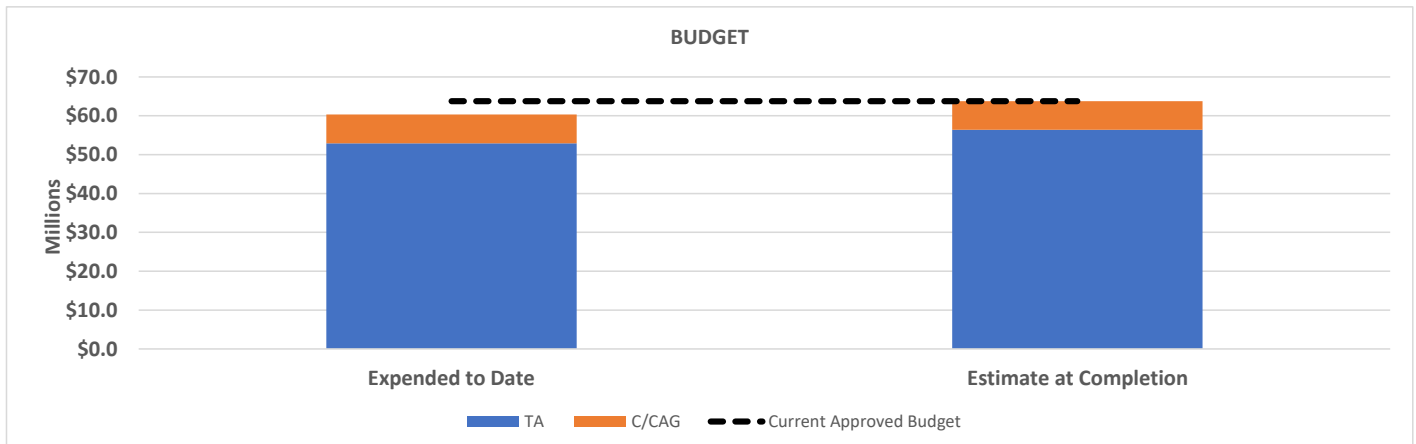
This project will address operational deficiencies both on US 101 and Willow Road that are caused by the short weave between on- and off-ramps and result in travel time and reliability benefits. The project will also address safety and operational issues for bicycling and walking.

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, Transportation Authority (SMCTA), and Caltrans have an agreement to finalize the design and construct the landscaping for the project. The Caltrans cooperative agreement was signed in September 2023.

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

Final design was submitted to Caltrans for review and approval in December 2025. Following extensive coordination with Caltrans and SMCTA to address comments and confirm construction requirements, the project is now transitioning from design to construction.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$56,400,000	\$52,947,168	\$3,452,832	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	\$60,307,702	\$3,452,832	95%	\$63,760,534	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	03/30/25	10/01/23	12/31/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	10/10/28	06/10/26	08/30/30

PROGRESS THIS QUARTER:

1. Completed 100% PS&E package, incorporating agency review comments and final design refinements.
2. Coordinated with Caltrans to support readiness for construction advertisement.

FUTURE ACTIVITIES:

1. Secure final Caltrans approvals, including the encroachment permit.
2. Advertise the project for construction.
3. The MOU will require an amendment to extend the time of performance to fully accommodate the plant establishment period.

KEY ISSUES:

1. Ongoing coordination with Caltrans, Menlo Park, and East Palo Alto delayed design approval, resulting in schedule impacts.
2. Updated engineer's cost estimate indicates a potential funding shortfall for construction, which may require additional funding or adjustments to project scope prior to construction award.

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, ROW Capital (Activities 13, 14, 15)
Future Funded Phases: Construction (Activity 16)

PHASE OVERVIEW:

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

STATUS OVERVIEW:

Percent Complete: 71%			
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.

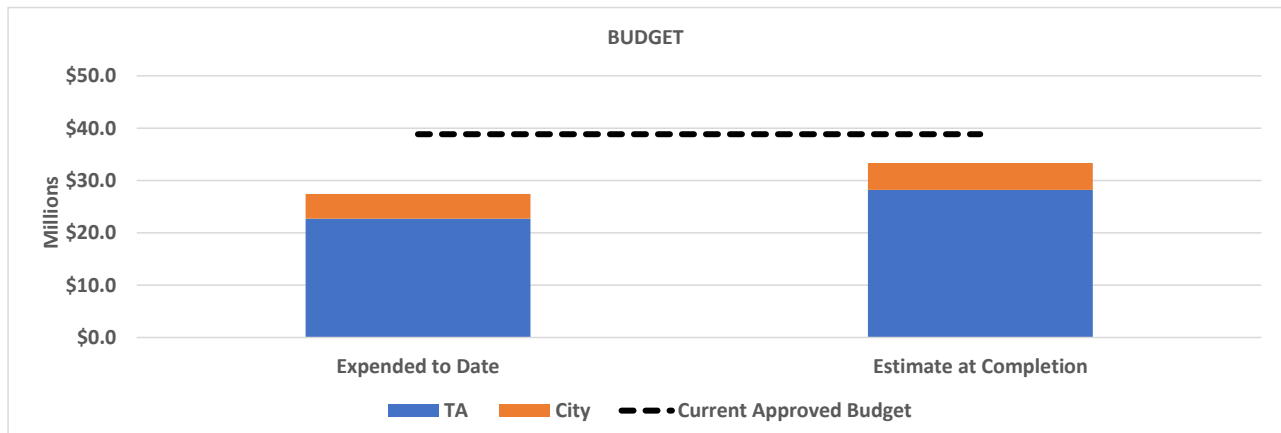
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide 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 continues to work with Caltrans and FHWA to secure \$8M for the ROW phase, with the required TIP amendment and ROW co-op agreement amendment executed. The Supplemental agreement with the TA has been executed for ROW Capital, triggering changes to the percent complete values from last quarter. Project team has received Caltrans comments on the 95% structures and roadway PS&E design and initiated resolution of comments. These submittals include upgrades to meet current seismic safety standards. The team is addressing comments received from UPRR on the 90% submittal on rail crossing modifications.

The project team is working with Caltrans on various agreements (co-op, maintenance, freeway, and controlled access highway). The County-owned Veterans parcel resolution is in process. The City has identified stormwater capture credits that Caltrans has agreed would be acceptable as mitigation for the additional acreage. The next step is to meet with the Regional Water Quality Control Board along with Caltrans to agree on this plan. The team has initiated a design peer review and will do an independent cost estimate to understand the magnitude of cost risks and needed mitigation.

The schedule remains yellow this quarter due to the 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	\$33,685,000	\$22,685,053	\$10,999,947	67%	\$28,195,000	\$0
City	\$5,160,000	\$4,758,916	\$401,084	92%	\$5,160,000	\$0
Total Project	\$38,845,000	\$27,443,969	\$11,401,031	71%	\$33,355,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	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. Received comments from Caltrans and UPRR, and the team is working to provide responses.
2. Secured agreement with Caltrans to create a three-way Construction Cooperative Agreement and made appropriate edits.
3. Continue to work on updating the Comms Plan with Caltrans for the Construction Phase and worked with Caltrans on the development of their staffing plan.
4. Reviewed the Caltrans draft Maintenance Agreement and requested exhibit revisions.
5. Continued work in support of securing property owners' signatures on purchase agreements.
6. Assisted in the final execution of the SMCTA Supplemental Agreement for Construction.
7. Worked to determine appropriate STIP eligible costs to secure full reimbursement by February 2026.
8. Continued work to resolve issues on Veterans parcel and continued work with utility companies on relocations.

FUTURE ACTIVITIES:

1. Finalize the Veterans Parcel terms and details.
2. Respond to inquiries regarding ROW parcel offers. Negotiate and approve purchase agreements for ROW parcels.
3. Initiate court proceedings for condemnation, if necessary. Prepare for the City Council on ROW actions.
4. Conduct Cost Optimization Peer Review and prepare for Independent Cost Estimate.
5. Meet RWQCB with Caltrans on off-site solution for stormwater capture. Finalize plan to mitigate stormwater run-off.
6. Initiate work on 100% project PS&E.
7. Coordinate UPRR design acceptance to facilitate property acquisition.
8. Meet with lobbying team to determine proactive response to USDOT's review of the INFRA application.
9. Submit the E-76 for authorization to spend INFRA funds, pending TIP amendment approval.
10. Develop Initial Financial Plan (IFP), a requirement of E-76.

KEY ISSUES:

1. Must find ways to deliver Railroad, Right of Way, PS&E early in order to advertise in 2026 and begin construction in early 2027.
2. The City has not been submitting regular reimbursement requests.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Redwood City is sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
FA - City/SMCTA	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 Supplement 1	05/12/25	12/31/27	06/30/27	Adds budget for ROW Capital

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:

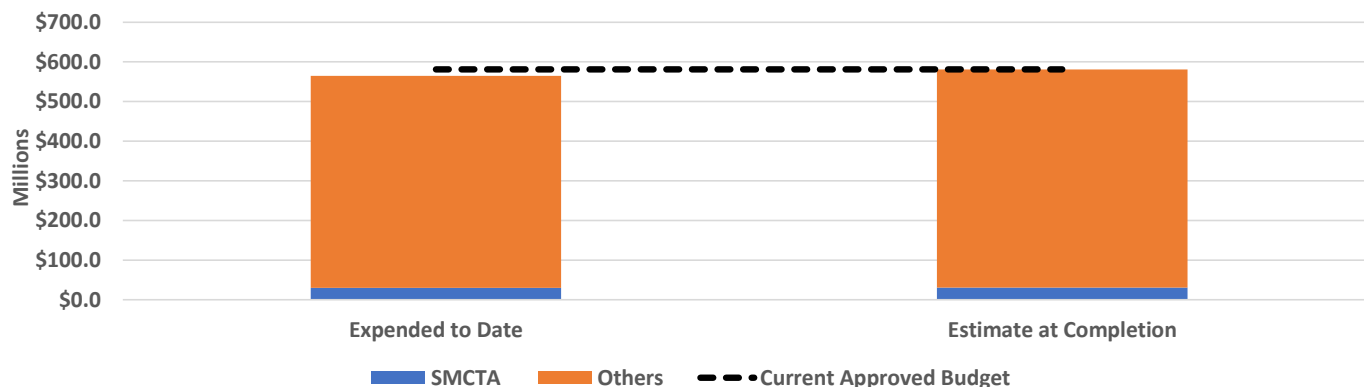
The San Mateo 101 Express Lanes Project is a multi-year, multi-agency project initiated to reduce traffic congestion and encourage carpooling and transit use on US 101 in San Mateo County. The Project created 22 miles of express lanes in both directions on US 101 from the San Mateo County/Santa Clara 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 final. The remaining work is for construction of the project landscaping that began in March 2023. The majority of the landscaping construction work is complete, with outstanding work needed at Whipple Avenue and Skyway Boulevard. The project is currently in the plant establishment period (PEP) through fall 2028.

As the project has transitioned into the plant establishment period, detailed quarterly status reports will no longer be provided.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
SMCTA	\$30,500,000	\$29,883,763	\$616,237	\$30,500,000	\$0	98%
Regional	\$95,000,000	\$82,150,571	\$12,849,429	\$95,000,000	\$0	86%
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	\$303,794,205	\$2,875,795	\$306,670,000	\$0	99%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
Total Project	\$581,170,000	\$564,828,538	\$16,341,462	\$581,170,000	\$0	97%

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	10/01/28

PROGRESS THIS QUARTER:*Project Landscaping:*

1. Planting is 99% complete.
2. Completed installation of all irrigation facilities including the final connection to the Redwood City water source at Whipple Avenue.

FUTURE ACTIVITIES:*Project Landscaping:*

1. Planting for southbound Whipple Avenue.
2. Install solar panel, electrical converter, and batteries at Skyway Boulevard.
3. Complete electrical punch list items.
4. Install revised layout of permanent erosion control.

KEY ISSUES:

1. The start of the PEP was delayed by over six months due to inclement weather, additional time to coordinate electrical service connection issues, and to coordinate overlapping construction activities with the 101/University Pedestrian Overcrossing project.

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 - SMCELIPA/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:		98%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

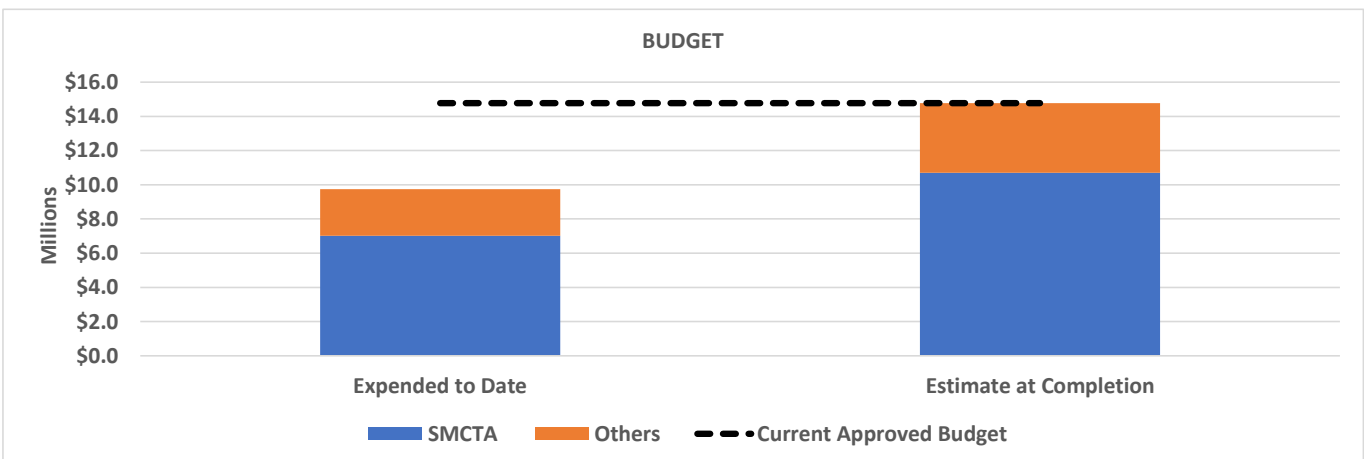
The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three 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 completed construction activities and a ribbon cutting event was held on November 22, 2025.

While construction activities are complete, a number of potential claims from the contractor are currently being processed. Additional time is needed to resolve these claims and any related cost implications. The City has requested an extension to the funding agreement and an amendment is underway to allow for more time to process final project reimbursements.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$10,700,000	\$7,014,042	\$3,685,958	66%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$487,044	\$283,956	63%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$1,558,539	\$743,661	68%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$681,861	\$318,139	68%	\$1,000,000	\$0
Total Project	\$14,773,200	\$9,741,486	\$5,031,714	66%	\$14,773,200	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	07/31/25	03/01/23	07/01/26

PROGRESS THIS QUARTER:

1. Completed irrigation installation and planting.
2. Completed the midwest guardrail system for Bent 2.
3. Completed traffic loop detector installation and striping.
4. Coordinated reimbursement claims #2 and 3 for expenses through September 2025.
5. Coordinated a ribbon cutting event.

FUTURE ACTIVITIES:

1. Resolve contractor claims.
2. Process reimbursement claim #4.
3. Process Funding Agreement amendment to extend the expiration date.

KEY ISSUES:

1. Additional time was needed through September 2025 to complete construction due to ongoing coordination with adjacent Caltrans projects.
2. Additional time is needed to process reimbursement requests due to outstanding claims from the contractor. An amendment is being developed to extend the Funding Agreement expiration date.

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:		60%	
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:

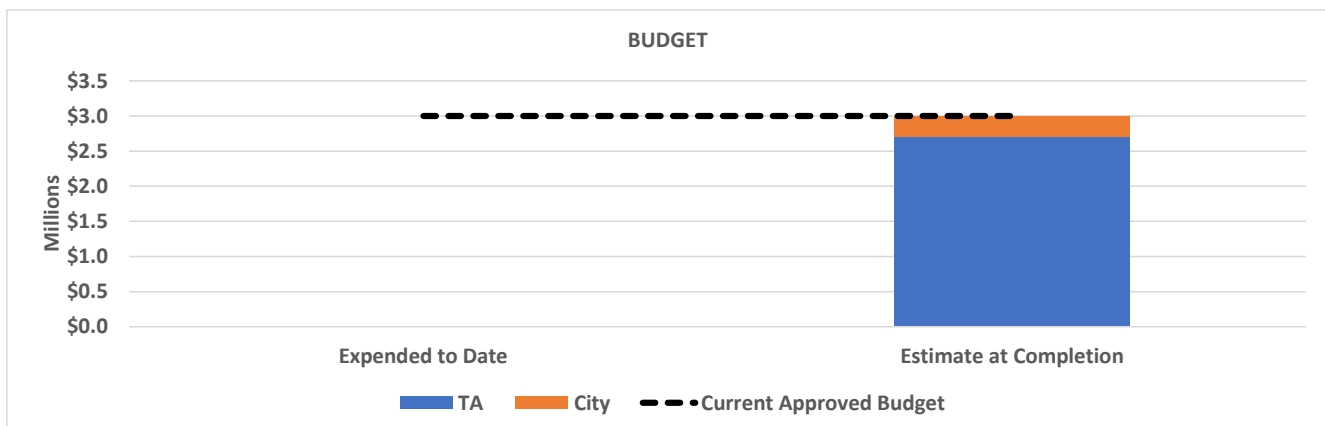
The Project Approval and Environmental Document (PA&ED) phase was completed in February 2023. Since then, the project has received federal, state, and SMCTA funding. The City Council awarded the contract for the Plans, Specifications and Estimates (PS&E) phase to AECOM.

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

1. Intersection Improvements:
 - South Airport Boulevard/Utah Avenue
 - San Mateo Avenue/Utah Avenue
 - Airport Boulevard/Produce Avenue/San Mateo Avenue
2. US 101 Overpass:
 - New overpass of US 101 extending from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue

This quarter, the design team advanced both the structure and roadway components of the project. The schedule remains under close monitoring due to prior delays, but recent progress indicates the project remains on track for completion in fall of 2026. Coordination continues with Caltrans to support design submittals, right of way certification, and overall construction readiness.

The schedule remains red due to project delays stemming from the time the design team dedicated to coordinating with adjacent development projects. SMCTA funds will not be drawn down until the project's federal grant is expended.



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. Completed the internal review of 65% structure design for the overpass and initiated the draft 95% structural submittal.
2. Completed Part C of the aerial photographic mapping.
3. Begin preliminary Right-of-Way (ROW) certification tasks required for the construction phase.

FUTURE ACTIVITIES:

1. Submit the 65% structure PS&E to Caltrans for review.
2. Complete the 95% roadway PS&E package.
3. Continue preliminary right-of-way certification efforts.
4. The Funding Agreement is currently being amended to reflect the approved project extension period.

KEY ISSUES:

1. Coordination with adjacent development projects previously delayed preparation of design drawings. Although this coordination effort has been completed, resulting schedule impacts will continue through the current phase and will require an amendment to extend the project's time of performance.
2. TA funds will be accessed once federal funds are exhausted.

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:		80%	
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:

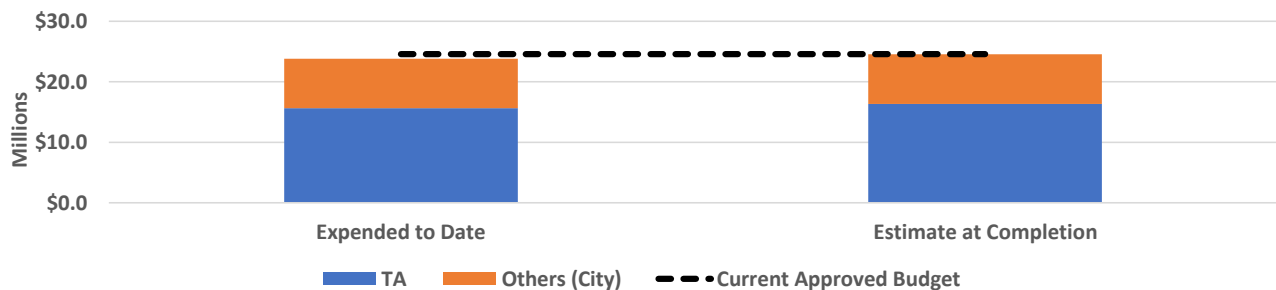
Caltrans Headquarters approved the Project Approval and Environmental Document (PAED) and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for the Construction 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.

The plant establishment period began in October 2025 for the main SR 92/82 interchange area. Landscaping improvements are generally complete, and planted areas are currently under maintenance and monitoring. The City is awaiting a cost proposal from Marina Landscaping for the installation of eight trees in the Ivy Yard.

The schedule remains red due to earlier project delays stemming from rain delays, permit expiration, and staff capacity.

As the project has transitioned into the plant establishment period, detailed quarterly status reports will no longer be provided.

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	\$16,356,650	\$15,619,614	\$737,036	95%	\$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	\$23,823,975	\$744,210	97%	\$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	03/31/25	08/31/28

PROGRESS THIS QUARTER:

1. Conducted regular site inspections to confirm plants are being properly maintained.
2. Verified irrigation system functionality, planting conditions, and plant establishment activities.

FUTURE ACTIVITIES:

1. Continue inspection and monitoring of landscaped areas during the plant establishment period.
2. Install eight trees in the Ivy Yard upon receipt and approval of contractor's cost proposal.
3. The Funding Agreement will require an amendment to extend the time of performance to fully accommodate the plant establishment period.

KEY ISSUES:

1. Construction delays will require an amendment to extend the time of performance.

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:		28%	
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.

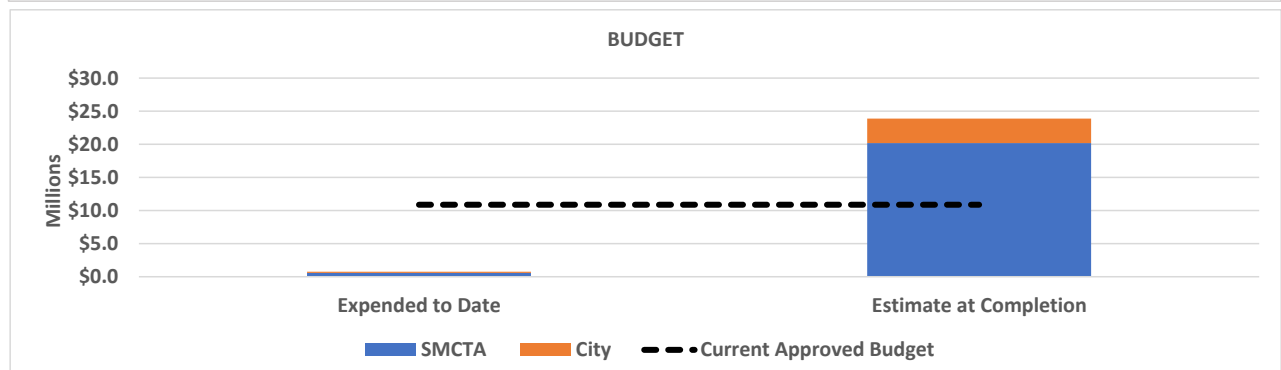
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide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

Revisions to the 100% plans based on City and Caltrans concurrence are currently underway. Resubmittal is targeted for the end of January. PG&E is working on separate encroachment permits for the relocation of an existing gas vent and expects to have permit approval and installation completed in the spring of 2026. Plans have also been coordinated with Caltrans SHOPP project which is in construction.

PG&E is currently processing an application for the last utility that needs relocation. The City is awaiting Caltrans Right-of-Way Certification. The revised construction cost estimates are significantly higher than previous estimates due to higher costs for materials and labor across the industry. The City applied for additional funding from the 2025 Highway Call for Projects to close the construction gap. The request was included in the draft recommendations to the Board in December.

The budget is red due to the updated project costs. The budget and funding status lights are anticipated to return to green in the next reporting period as the Highway call for projects awards include additional funding for this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$8,475,000	\$582,248	\$7,892,752	7%	\$20,175,000	(\$11,700,000)
City	\$2,400,000	\$164,262	\$2,235,738	7%	\$3,700,000	(\$1,300,000)
Total Project	\$10,875,000	\$746,510	\$10,128,490	7%	\$23,875,000	(\$13,000,000)

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 applied for \$11.7 million from the Measure A/W Highway Program 2025 Call for Projects for closing the funding gap for construction. The request was included in the draft recommendations to the TA Board at the December meeting.
2. The City reached a general consensus with Caltrans functional units to address comments on pending issues.
3. The City continues collaboration with PG&E to relocate the gas line casing vent as part of a separate, standalone project where PG&E Engineering is doing the design.

FUTURE ACTIVITIES:

1. Continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Design team to resubmit 100% plans to Caltrans by the end of January.
3. Receive encroachment permit with PG&E for the gas line relocation work.

KEY ISSUES:

1. Updated construction cost estimate for the project substantially exceeds allocated funds. The City applied for additional funding to close the gap.

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:		80%	
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.

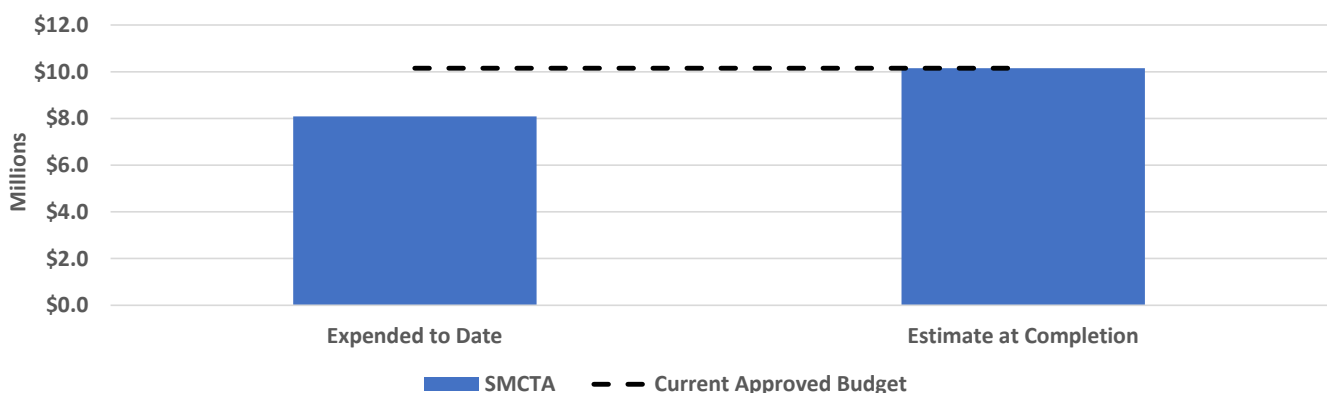
STATUS SUMMARY:

Caltrans functional units have approved various environmental and technical studies. The complexity of the traffic analysis required additional time to complete the work. The project team is actively coordinating with Caltrans management to improve collaboration on traffic-related work and approvals. The traffic operations analysis will be completed in May 2026 with release of the DED for public comment in mid-2026.

Contingency funds are being expended to accommodate the delay in project schedule. The City of South San Francisco requested a shift in the freeway alignment. The project team is reviewing the request and working with the City to identify potential VMT mitigation measures for the project.

The MOU was amended in the last quarter which reset the schedule status light to green.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$10,150,000	\$8,085,292	\$2,064,708	80%	\$10,150,000	\$0
Total Project	\$10,150,000	\$8,085,292	\$2,064,708	80%	\$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	06/30/27	11/02/20	06/30/27

PROGRESS THIS QUARTER:

1. Caltrans approved VMT assessment and VMT mitigation strategies.
2. Caltrans approved Noise Abatement Decision Report.
3. Completed review of internal Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
4. Completed review of Sections 1-5 of the Draft Traffic Operational Analysis Report.
5. Continued working with Caltrans Operations and gained approvals on selected northbound select 2050 and intersection analysis traffic models.
6. The City of South San Francisco requested a shift in the 101 alignment eastwards toward Airport Blvd (instead of Dubuque on the west). The project team held focus meetings with the City to find a solution.

FUTURE ACTIVITIES:

1. Coordinate with Caltrans for the early submittal and review of the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
2. Submit the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA) to Caltrans for review.
3. Submit the 2nd Administrative Draft Project Report for Caltrans review.
4. Submit Sections 1-5 of the Draft Traffic Operational Analysis Report to Caltrans.
5. Advance work on remaining models of the Traffic Operational Analysis Report for Caltrans approval.
6. Meet with City of South San Francisco staff to discuss the realignment towards Airport Blvd.

KEY ISSUES:

1. The schedule has been impacted by delays in approval of traffic operational analysis models by Caltrans.
2. SSF requested a shift in alignment away from Dubuque and towards Airport Blvd. The project team is working with SSF to consider this request.

AGREEMENT HISTORY:

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

PROJECT: 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:		44%	
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.

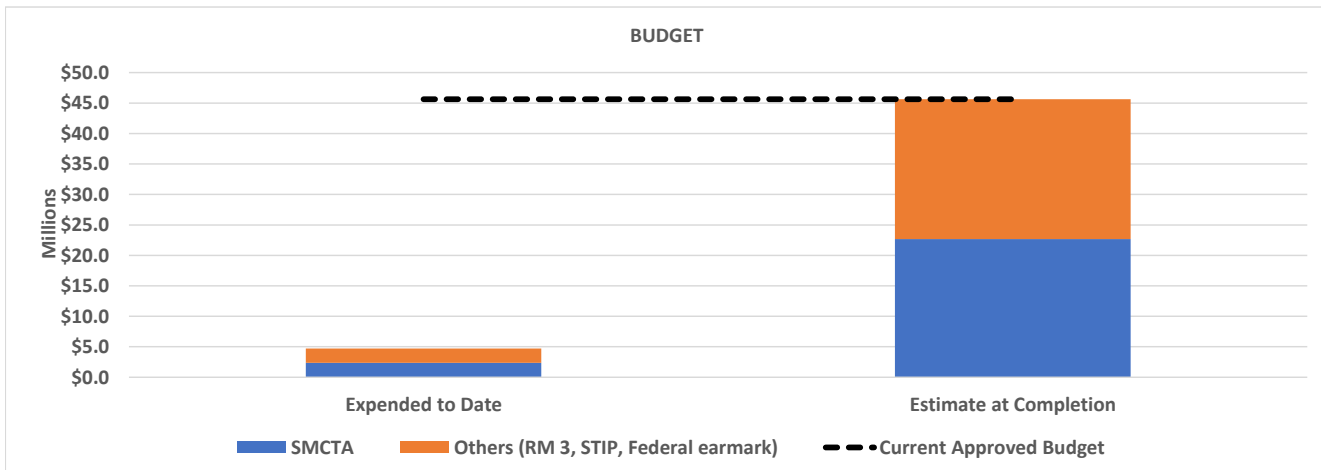
STATUS SUMMARY:

Caltrans awarded the contract to the lowest bidder, Gordon N. Ball Incorporated, and finalized the contract in January 2025. Construction activities began on April 28, 2025.

To date, Caltrans has completed the realignment of the Fashion Island Boulevard off-ramp from southbound 101. Drivers heading towards Fashion Island Boulevard now use the Half Moon Bay/westbound 92 connector ramp to get to Fashion Island Boulevard, avoiding backups from eastbound 92 traffic that often backs up on that connector ramp. Installation of the final overhead signage is anticipated next quarter.

All pile drilling needed to create the foundations for the modified ramp from westbound 92 to southbound 101 is also complete. The column cages and pouring are complete. These foundations will support the reconfigured ramp, allowing for safer truck turns and smoother traffic flow. Temporary supports (i.e. falsework) have been set up and anchored to ensure a stable platform for the new sections of the ramp structure. Construction is ongoing and progressing.

As previously reported the schedule was delayed due to the additional time needed for Caltrans to finalize the construction package for advertisement. The updated schedule pushed the completion date back to Summer 2028, including a 1-year plant establishment period (PEP). An amendment to the MOU will be needed to extend the period of performance to fully accommodate the remainder of work scheduled.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$22,663,000	\$2,377,130	\$20,285,870	10%	\$22,663,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$2,308,664	\$19,653,336	11%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$27,464	\$972,536	3%	\$1,000,000	\$0
Total Project	\$45,625,000	\$4,713,257	\$40,911,743	10%	\$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. Finished inspecting the deep underground concrete columns that will hold up the reconfigured ramp structure for any safety issues using x-ray.
2. Continued installation of falsework for the reconfigured ramp between westbound 92 and southbound 101.
3. Began installation of bridge reinforcement including steel rods to strengthen and prevent concrete from cracking.

FUTURE ACTIVITIES:

1. Erect new sign structure.
2. Haul away contaminated dirt and debris from drilling per environmental and safety requirements.
3. Begin tearing down the old concrete guardrails to make room for the new sections of the ramp.
4. Begin to pour the the concrete for the underside and "ribs" of the new ramp sections.
5. Amend the MOU to extend the period of performance to fully accommodate the remainder of work, including the PEP.

KEY ISSUES:

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

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, 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
MOU Amendment #1 - CCAG/TA	11/04/24	06/30/27	12/31/26	Updates the Project Budget for additional RM3 funds and reduction in STIP funding

PROJECT: 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:		43%	
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.

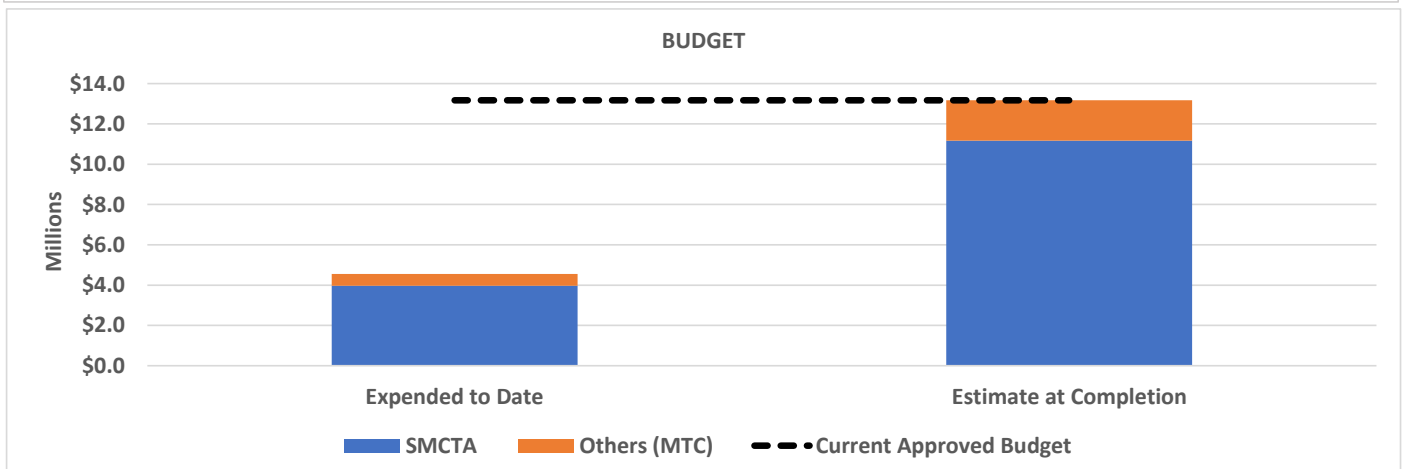
The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:

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

In August 2023, the PAED phase re-commenced with the 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. Stakeholder coordination and community outreach in the City of San Mateo and Foster City was conducted in April through July 2025. The project team continues hosting regular office hours and providing quarterly digital newsletter updates.

While progress continues on environmental and engineering studies, the public circulation of the Draft Environmental Document (DED), was originally anticipated in fall 2026 and is now slated for release in spring 2027. The new date gives the project team more time to work with state and federal partners to ensure everything is ready before the DED is released for public review. An amendment to the MOU will be needed to extend the period of performance accordingly.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$11,170,776	\$3,962,536	\$7,208,240	35%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$595,797	\$1,404,203	30%	\$2,000,000	\$0
Total Project	\$13,170,776	\$4,558,333	\$8,612,443	35%	\$13,170,775	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Finalized the existing conditions traffic report with Caltrans approval.
2. Continued development of the travel demand forecast modeling for each project alternative.
3. Coordinated utilities and drainage details with the City of San Mateo.
4. Developed preliminary tolling concept and exhibits for coordination with the 101 Express Lanes Program Manager.
5. Coordinated the design details to ensure consistency with the 19th/Fashion Island Boulevard Multimodal Improvements Project.
6. Completed the Aquatic Resources Delineation Report and Archaeological Survey Report.

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

PROJECT: HIGHWAY 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:		70%	
Quarter	Schedule	Budget	Funding
Current			
Previous			

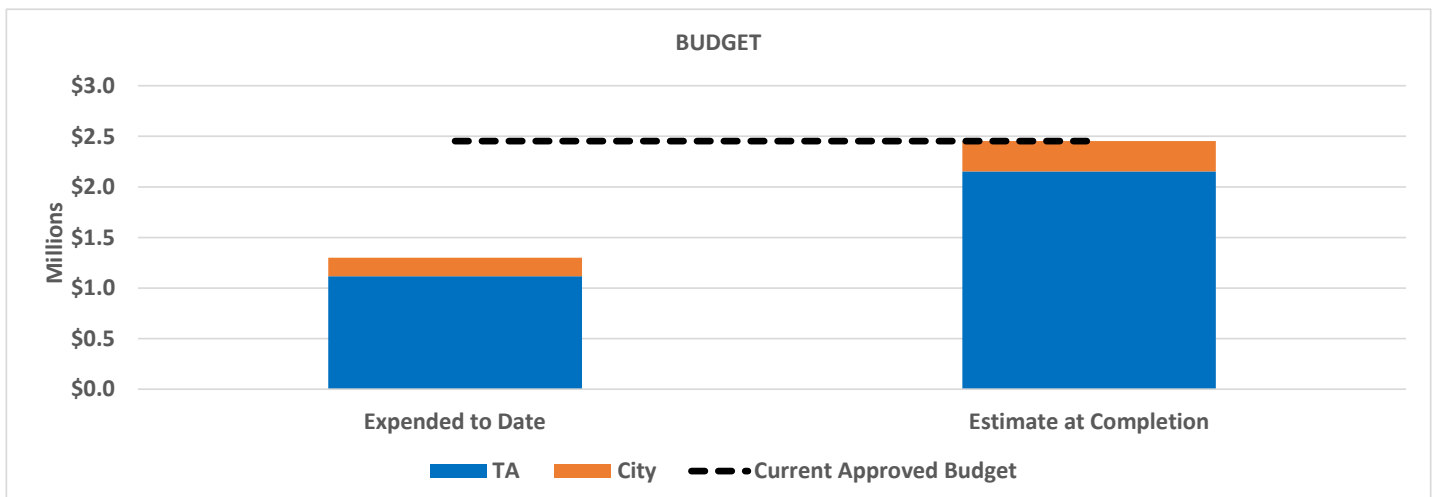
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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

During this quarter, the consultant completed all engineering reports and they were approved by Caltrans. The consultant continues to advance the environmental studies and incorporated Caltrans comments into the first Draft Project Report (DPR). The first draft of environmental documents is anticipated to be submitted in spring 2026.



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	\$1,115,682	\$1,036,982	52%	\$2,152,663	\$0
City	\$300,000	\$184,753	\$115,247	62%	\$299,999	\$0
Total Project	\$2,452,663	\$1,300,435	\$1,152,229	53%	\$2,452,662	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Addressed Caltrans comments on the Water Quality Assessment Report.
2. Addressed Caltrans comments on the Noise and Vibration Report.
3. Addressed Caltrans comments on the Community Impact Assessment Report.
4. Addressed Caltrans comments on the Paleontological Resources Report.
5. Finalized the Hazardous Materials Assessment.

FUTURE ACTIVITIES:

1. Continue preparation of environmental technical studies.
2. Submit the first draft of the Draft Environmental Document (DED).
3. Submit the second Draft Project Report (DPR).

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:		50%	
Quarter	Schedule	Budget	Funding
Current			
Previous			

PROJECT DESCRIPTION:

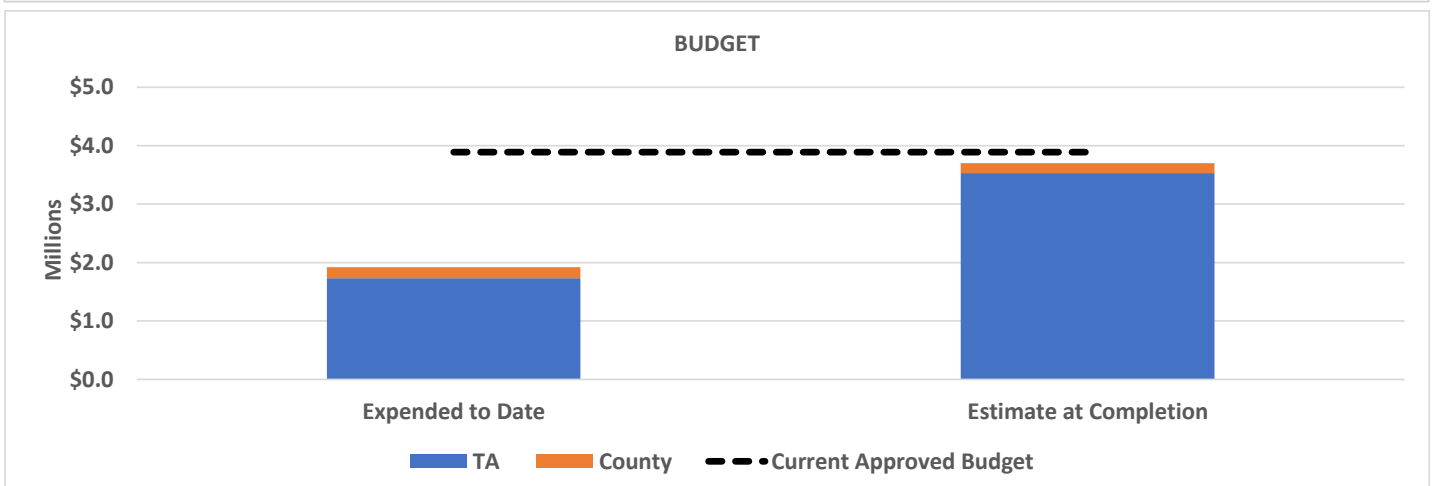
The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile 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.

During this quarter, multiple technical reports were prepared, including environmental, engineering, and traffic analyses. Several reports were submitted to Caltrans for review and comment, while others remain under development. Preliminary design efforts also commenced for the five retaining walls along SR 1 associated with Alternative 1's single-lane roundabouts at the intersections with Cypress and California avenues.

The Draft Environmental Document anticipated to be circulated for public review and comment in spring 2026.



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	\$1,733,969	\$1,797,031	49%	\$3,531,000	\$0
County	\$359,000	\$186,431	\$172,569	52%	\$359,000	\$0
Total Project	\$3,890,000	\$1,920,400	\$1,969,600	49%	\$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. Continued preparation of the Drainage Report.
2. Continued preparation of the Advance Planning Study (APS) Report.
3. Continued preparation of the Structural Preliminary Geotechnical Report (SPGR).
4. Addressed Caltrans comments on the Safety Analysis Methodology Memorandum.
5. Finalized the No-Build/Build VISSIM traffic analysis.
6. Continued development of the Traffic Operations Analysis Report (TOAR).
7. Finalized environmental the Biological Assessment, Aquatic Resources Delineation, Visual Impact Analysis, Archaeological Survey, Historic Resources Evaluation, Paleontological Identification, and Historic Property Survey.

FUTURE ACTIVITIES:

1. Continue preparation of the Quality Management Plan.
2. Continue development of the Draft Environmental Document.
3. Continue development of the Draft Project Report.
4. Finalize the Intersection Safety Operational Assessment Process (ISOAP) Stage 2.
5. Complete remaining environmental technical 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 Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13), ROW Support (Activity 14)

PHASE OVERVIEW:
 Project Approval and Environmental Documents (PAED) for bicycle and pedestrian improvements along El Camino Real

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

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

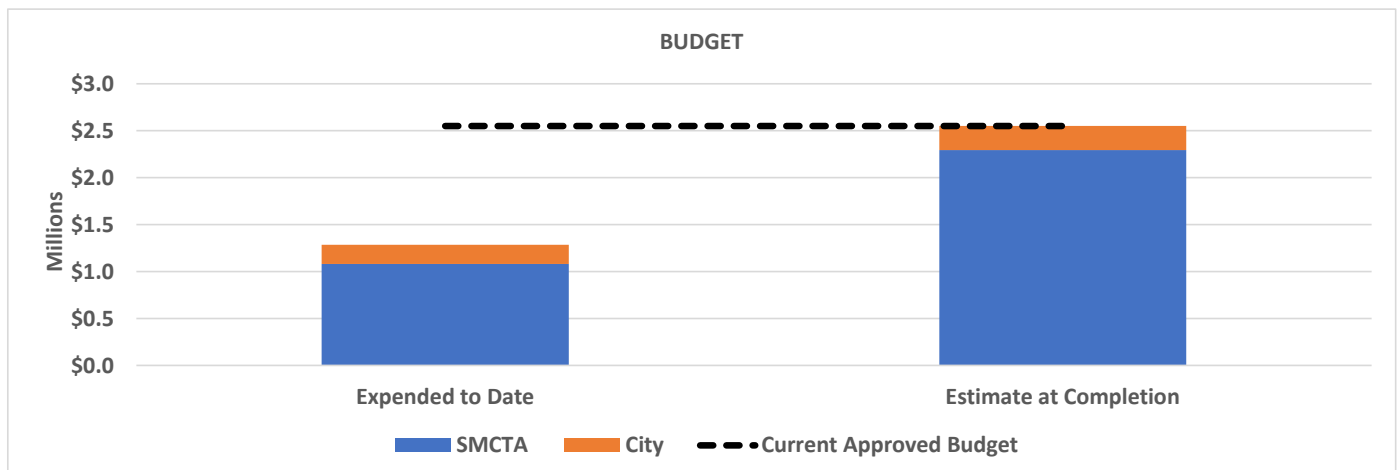
The project is nearing the end of the Project Approval and Environmental Document (PA&ED) phase and once Caltrans finalizes approval of the preferred alternative, final design will commence in summer 2026.

STATUS SUMMARY:

The PA&ED activities are progressing. However, due to project's proximity to cemeteries, the scope of work has been expanded to include a Historical Resources Evaluation Report (HRER) at Caltrans' request. The project schedule has been revised to accommodate the finalization of these technical studies and allow sufficient time for Caltrans review. The Town has submitted a request to the TA to extend the Funding Agreement by six months to accommodate the extended schedule.

The project team completed the VA/VE Study in December with participation from various Caltrans functional units and other stakeholders. Also, the project team submitted the preferred alternative selection memo with all supporting documents to Caltrans.

The schedule has changed from yellow to red as the current forecast shows a delay of 3-6 months. These delays are primarily due to Caltrans requiring the full HRER study and extended delays in getting comments on the traffic analysis and design submittals.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA (PAED)	\$2,295,000	\$1,081,371	\$1,213,629	47%	\$2,295,000	\$0
City (PAED)	\$255,000	\$204,491	\$50,509	80%	\$255,000	\$0
Total Project	\$2,550,000	\$1,285,862	\$1,264,138	50%	\$2,550,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	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	06/30/26

PROGRESS THIS QUARTER:

1. Addressed Caltrans comments on the Traffic Forecast and Operational Analysis and awaiting comments on the traffic forecasting memo.
2. Continued updating the Geometric Engineering Drawings.
3. Performed supplemental topographic survey of Colma Creek.
4. Awaiting Caltrans approval on the Right of Way Data Sheet and Right of Way Acquisition Exhibit.
5. Submitted the Design Standard Decision Document, Structural Preliminary Geotechnical Report, Landscape Concept Plan, and Preliminary Cost Estimate.
6. Completed environmental technical studies and submitted the Air Quality Report, Area of Potential Effect Map, and Visual Impact Assessment Report for Caltrans approval.
7. Awaiting comments from Caltrans on the Draft Project Report.

FUTURE ACTIVITIES:

1. Prepare Historic Resources Evaluation Report (HRER) and expedite for Caltrans approval.
2. Continue working with Caltrans on the Draft Project Report.
3. Continue with traffic technical analysis tasks and geometric updates.
4. Hold a focused meeting on the selection of locally preferred alternative with Caltrans and other stakeholders.

KEY ISSUES:

1. Caltrans Traffic Operations review timelines are longer than anticipated, which has impacted the schedule.
2. Addition of a full HRER study has also impacted the schedule.

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

FY2026 Q2: October 1, 2025 - December 31, 2025

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - MAJOR PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	36						
000813	Grade Separation - Broadway (Burlingame)	38						
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	41						



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:

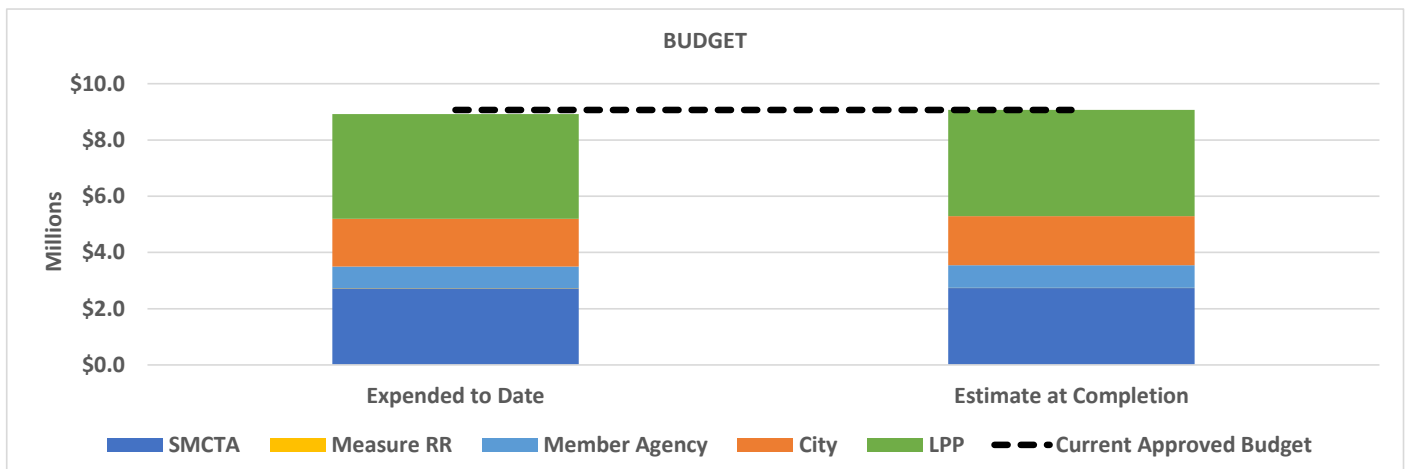
The project involves the design and construction of an approximately 1,000 ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave Grade Separation Project. 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. The maintenance MOU is currently being reviewed by the city.

Coordinating with Caltrain accounting team for close out activities and confirming that the final reimbursement claim is paid. The MOU is set to expire at the end of February and no extension will be required. The next QSR reporting will be the last for this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$2,736,000	\$2,727,382	\$8,618	100%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$6,130	\$4,281	59%	\$10,411	\$0
Member Agency Funds	\$800,000	\$765,576	\$34,424	96%	\$800,000	\$0
LPP	\$3,773,000	\$3,725,518	\$47,482	99%	\$3,773,000	\$0
City	\$1,746,929	\$1,696,288	\$50,641	97%	\$1,746,929	\$0
Total	\$9,066,340	\$8,920,895	\$145,445	98%	\$9,066,340	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction/Close-out	05/01/23	03/31/24	03/01/24	12/31/25	03/13/24	06/30/26

PROGRESS THIS QUARTER:

1. Construction closeout continues.
2. Draft maintenance MOU submitted to the City.
3. Submitted final reimbursement claim to the TA.

FUTURE ACTIVITIES:

1. Execute the MOU with the City.
2. Complete the closeout of the project.

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; 65% Re-design)

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

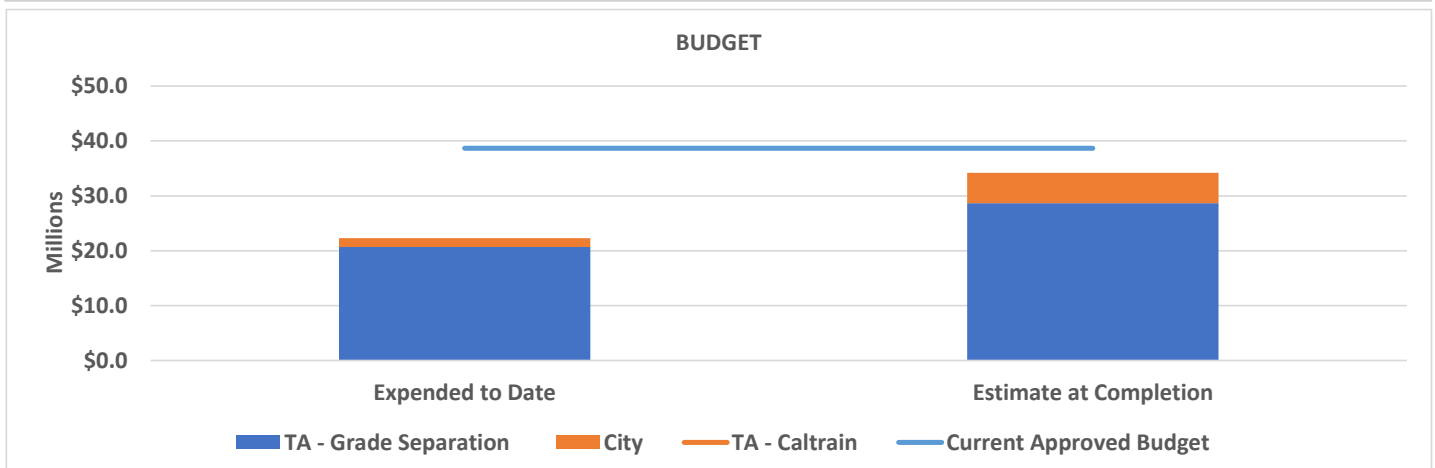
The Broadway Grade Separation Project in Burlingame, CA aims to eliminate the high-risk Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. Following Value Engineering (VE), the new scope delivers a fully grade-separated rail corridor with significantly reduced cost and schedule by permanently eliminating the Broadway Caltrain Station. The structural design shifts to a narrower, elevated guideway, supported by MSE (Mechanically Stabilized Earth) walls utilizing Deep-Soil-Mix (DSM) and reduced bridge widths. For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

STATUS SUMMARY:

In May 2025, the City Council approved value engineered alternative for the Broadway Grade Separation Project.

The project is currently undergoing significant redesign efforts to incorporate value engineering concepts and develop new 65% design documents without the Broadway station. The redesign, which will be taken to a 65% design level, aims to significantly reduce the project's construction cost by eliminating the station and shifting the track to the east.

In September 2025, the JPB approved contract extensions for the CMGC and designer to redesign to project to 65% design and to complete the 100% design of early work packages. Once the costs estimates are updated using the 65% redesign, the project sponsors will return to the Board for additional funding for completion of 100% PS&E. The budget and funding status lights remain red as a result. MOU Amendment #2 updated the project schedule, so the schedule status light changed to green this reporting 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*- Grade Separation	\$28,677,875	\$20,670,359	\$8,007,516	72%	\$28,677,875	\$0
TA - Caltrain	\$4,460,125	\$0	\$4,460,125	0%	\$4,460,125	\$0
City	\$5,525,000	\$1,617,112	\$3,907,888	29%	\$5,525,000	\$0
Total	\$38,663,000	\$22,287,471	\$16,375,529	58%	\$38,663,000	\$0

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Executed MOU between Burlingame, SMCTA, JPB to redesign the project.
2. Updated the overall project schedule, ensuring alignment with key milestones and deliverables.
3. Executed contract amendments for both the CMGC and the designer to incorporate scope adjustments, schedule changes, and updated project requirements.
4. Continued 65% Design Development:
 - Updating Basis of Design (BOD)
 - Roadway Bike/Ped Options presented to TSPC (by City)
 - Completed geotechnical investigation along Carolan
 - Rerouting Sanchez Creek hydraulics evaluation and presentation to JPB and City
 - Retaining wall alternatives - sheet pile & wire wall scenarios
 - Broadway closure staging and strategy evaluation and presentation to JPB and City

FUTURE ACTIVITIES:

1. Conduct geotechnical field investigation.
2. Review and coordinate environmental studies.
3. Coordinate with Caltrain Safety and Operations units.
4. Continue 65% Design development:
 - Proceed with option for passageway at Cadillac and Sanchez Creek for Roadway Bike/Ped circulation
 - Continue operational analysis for Carolan and Cadillac crossings as well as detour analysis
 - Broadway closure staging and strategy evaluation - update presentation and justification to present to City
 - OCS layout and strategies for operations and construction
 - Retaining wall design

KEY ISSUES:

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

AGREEMENT HISTORY:

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

PROJECT: 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:		58%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

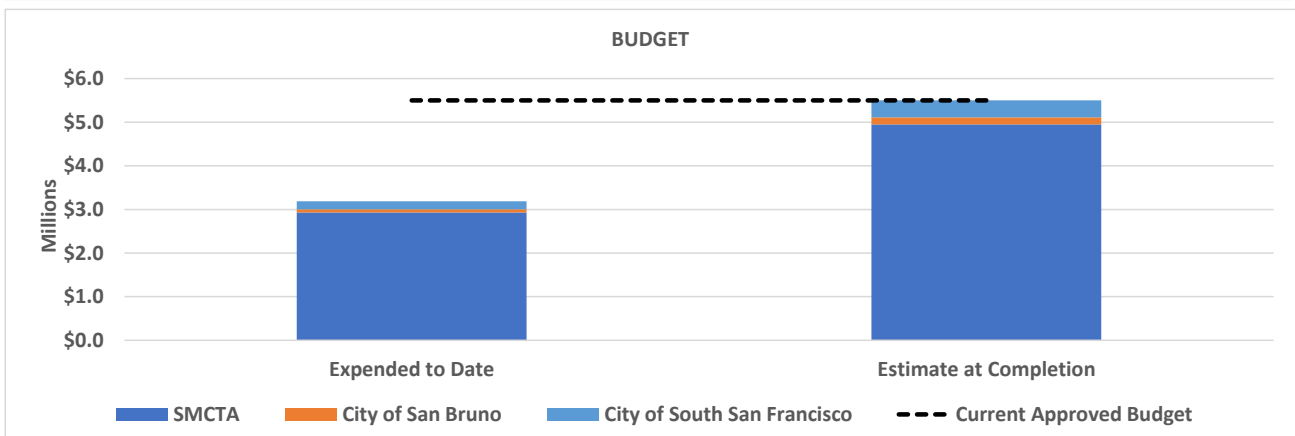
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San 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.

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

STATUS SUMMARY:

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

To support continued project delivery, a Memorandum of Understanding (MOU) among the participating cities and the TA has been prepared and is moving toward execution. In parallel, additional funding will be required for the completion of the PAED scope. Project sponsors continue to collaborate closely and are expected to reach agreement on the cost-sharing arrangement in early 2026. The schedule, budget and funding status lights remain red in this reporting period.



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	\$2,928,814	\$2,021,186	59%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$76,318	\$86,682	47%	\$163,000	\$0
City of South San Francisco	\$387,000	\$180,928	\$206,072	47%	\$387,000	\$0
Total	\$5,500,000	\$3,186,060	\$2,313,940	58%	\$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	06/08/25	05/04/23	02/05/27

PROGRESS THIS QUARTER:

The design consultant:

- 1) restructured a new scope to reflect the adopted alternative;
- 2) advanced the Preliminary Design Variance Memorandum (DVM) and Preliminary Basis for Design (BFD) to further define design issues
- 3) resurveyed and mapped project site and footprint; and
- 4) reviewed and investigated Southline development subsurface foundations adjacent to project.

Caltrain:

- 1) investigated Franchise Rights with PG&E in SSF;
- 2) investigated AT&T property near Scott Street to ascertain the most logical placement of the Scott Street underground box;
- 3) held monthly meeting with stakeholders to review project schedule, budget, risks and action items;
- 4) prepared targeted project financial reports; and
- 5) provided information to support the funding-sharing agreements among the cities and TA.

FUTURE ACTIVITIES:

The design consultant will:

- 1) progress Preliminary DVM and Preliminary BFD (target completion in Feb/Mar 2026);
- 2) continue reviewing and investigating South line subsurface foundations adjacent to the project; and
- 3) investigate AT&T impacts to Scott Street "box" location.

Caltrain will:

- 1) coordinate and investigate Franchise Rights with PG&E in SSF - targeted completion 2/1/26;
- 2) investigate the AT&T property relating to the underground box placement;
- 3) continue monthly meeting with stakeholders to review project schedule, budget, risks and action items; and
- 4) finalize and execute MOU amendment.

KEY ISSUES:

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

AGREEMENT HISTORY:

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



**Pedestrian & Bicycle Program
FY2026 Q2: October 1, 2025 - December 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	The project has been completed. Working on submitting the Final Report to SMCTA. Waiting on Atherton's signatures on the Final Report.	Dec 2022	Jun 2025	Oct 2025	\$450,000	\$0	\$445,767	\$4,233
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	Continuing to work on coordinating permits with Caltrain and aiming to issue permits in January 2026. Anticipated to go out for public bid in March/April 2026. Will need to provide additional community outreach regarding tree removals for construction.	Dec 2022	Sep 2026	Jul 2027	\$300,000	\$0	\$54,613	\$245,387
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	No new updates for this quarter. The design for the San Francisco Ave/Old County and Santa Clara St/Alvarado St. walkways remains at 55% completion. The expected completion has been delayed from February 2027 to June 2027.	Dec 2022	Jun 2027	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	Issued a Request for Proposals (RFP) to select a design consultant.	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	Construction started in October 2025 and was completed in November 2025. City Council accepted the project in December 2025. Will submit the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Dec 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	The consultant collected additional traffic data and completed the final design in December 2025. The project is ready to be bid out for construction next quarter.	Dec 2022	Sep 2026	Dec 2028	\$0	\$440,000	\$0	\$440,000
Burlingame	Bay Trail Class I Gap Closure	PS&E	In process of selecting a design consultant. Expected to start design in early 2026.	Dec 2024	Dec 2026	Dec 2027	\$180,000	\$0	\$0	\$180,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project	PS&E	Continued work on the concept plans and have conducted community outreach.	Dec 2024	Dec 2026	Sep 2027	\$0	\$148,500	\$0	\$148,500
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	PLAN	Issued an RFP for consultant services.	Dec 2024	Jul 2026	Mar 2028	\$0	\$100,000	\$0	\$100,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	No new updates this quarter. Design is expected to commence after the completion of the PAED phase, which is currently anticipated for July 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	No new updates this quarter. Continuing to coordinate for the easement requirements and power connection for the new traffic signal. Anticipated completion date has been delayed from December 2026 to May 2027.	Dec 2022	May 2027	Nov 2028	\$1,831,500	\$0	\$370,266	\$1,461,234
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	PS&E	Currently working on the utility requests and finalized the scope of work and schedule.	Dec 2024	Dec 2026	Mar 2028	\$0	\$1,246,000	\$0	\$1,246,000
Commute.org	Countywide Bike Education	PLAN	Four classes were completed this quarter, bringing a total delivery to 14 of the 15 classes planned for the pilot year. Marketing and outreach continued through a contracted firm using digital ads, social media, newsletters, and analytics.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$32,189	\$67,811
Commute.org	Countywide Bicycle Trainers	PLAN	Two Smart Cycling Part 1 classes were held online, bringing a total of four of the six planned classes for the program now completed. Marketing focused on promoting the League Cycling Instructor (LCI) pathway, including a November newsletter feature, and continued development of the Trainers program webpage, scheduled to launch in early 2026.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$6,607	\$93,393
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	The project has been advertised for construction and have opened bid proposals for the project. Construction is expected to commence February 2026.	Dec 2020	Nov 2026	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Have prepared the draft traffic study report and recommended outreach strategies.	Dec 2022	Dec 2026	May 2029	\$0	\$498,750	\$4,260	\$494,490



**Pedestrian & Bicycle Program
FY2026 Q2: October 1, 2025 - December 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
Daly City	Daly City Vision Zero Design Standards	PLAN	No new updates for this quarter. The expected completion date has changed from November 2025 to February 2026.	Dec 2022	Feb 2026	Apr 2026	\$0	\$65,000	\$28,298	\$36,702
Daly City	Hillside Boulevard Complete Streets Corridor Project	PLAN, PAED	The Supplement Agreement with SMCTA has been executed and the RFP for a consultant was released December 2025.	Dec 2024	Nov 2027	Dec 2028	\$0	\$520,000	\$0	\$520,000
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	CON	The project construction kick-off was held on October 28, 2025. Construction work is currently being scheduled.	Dec 2024	Jun 2026	Jun 2026	\$1,925,000	\$0	\$0	\$1,925,000
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Awaiting final comments from Caltrans on the updated plans. Planning to bid the project in Spring 2026.	Dec 2022	Dec 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	PAED,PS&E, CON	The initial site plan development has been completed, and have started the review with community groups and neighbors.	Dec 2024	Dec 2026	Mar 2028	\$0	\$702,000	\$0	\$702,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Construction is complete. The City has released the project retention and filed the Notice of Completion with San Mateo County. Staff is currently finalizing a few administrative items with other agencies (including Caltrans and State Parks) prior to officially closing the project, which is expected to be complete by the end of February 2026. Working on submitting the Final Report to SMCTA.	Apr 2014	Mar 2026	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$170,000	\$0.00
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Have coordinated with Caltrain's operations team to consider construction window options and project cost estimates, which are critical in determining the duration of the project and cost.	Dec 2020	Jun 2027	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Construction remains substantially completed. A few remaining elements, like the flashing beacons and speed feedback signs, have long material lead times and are expected to arrive and be installed next quarter.	Dec 2022	4/31/2026	Nov 2028	\$0	\$1,200,000	\$506,789	\$693,211
Menlo Park	Santa Cruz Ave and Sand Hill Rd Corridor Safety Improvements	PS&E, CON	Have issued an RFP for design services and currently reviewing proposals.	Dec 2024	Feb 2028	Sep 2028	\$1,387,370	\$0	\$0	\$1,387,370
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	CON	Continuing to work on finalizing the design for construction to commence in June 2026.	Dec 2024	Sep 2026	Jun 2027	\$0	\$450,500	\$0	\$450,500
Millbrae	Spur Trail Connectivity Project Phase I	PLAN, PAED, PS&E, CON	Currently in the planning phase and have completed the boundary surveying and mapping of the Spur Trail.	Dec 2024	Aug 2027	Mar 2029	\$0	\$900,000	\$0	\$900,000
Millbrae	Safe Route Intersection Improvements	PS&E, CON	Currently in the process of contracting with a traffic consultant and soliciting design proposals/fees.	Dec 2024	Mar 2027	Mar 2028	\$0	\$675,000	\$0	\$675,000
Pacifica	Oceana Bike Lane Project	PS&E	A funding agreement with SMCTA is in process.	Dec 2024	Feb 2026	Agreement in Process	\$0	\$135,214	\$0	\$135,214
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	A project update was not provided this quarter.	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	A project update was not provided this quarter.	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 final design has been completed and working on finalizing the encroachment permit package.	Dec 2020	Mar 2026	Mar 2026	\$300,000	\$0	\$47,275	\$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The Broadway design has now been completed. Have requested a time extension to the funding agreement with SMCTA to utilize the same design consultant during the construction bidding.	Dec 2022	Sep 2026	Dec 2025	\$0	\$615,000	\$160,182	\$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Continuing to work on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Jun 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	No new updates this quarter. Have requested a time extension to the funding agreement with SMCTA so that the Redwood City Police Department can continue utilizing the grant for public education and pedestrian operation on Vision Zero corridors until June 2026.	Dec 2022	Jun 2026	Dec 2025	\$0	\$100,000	\$4,709	\$95,291
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	CON	Expected to work on the construction bidding documents in the next quarter.	Dec 2024	Aug 2026	Mar 2027	\$1,116,000	\$0	\$0	\$1,116,000



Pedestrian & Bicycle Program
FY2026 Q2: October 1, 2025 - December 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
Redwood City	Vera Avenue Permanent Bike Boulevard Project- Construction Phase	CON	The construction bidding has been completed. The construction contract approval is scheduled for February 9, 2026 City Council approval.	Dec 2024	Sep 2026	Mar 2027	\$1,326,000	\$0	\$0	\$1,326,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Continuing to work on close out of the project and submitting the Final Report to the SMCTA.	Dec 2020	Aug 2025	Apr 2027	\$1,401,000	\$0	\$1,207,864	\$193,136
San Bruno	Huntington Ave Bikeway Phase II	CON	Finalizing the permits for construction, which is now expected to commence June 2026.	Dec 2024	Dec 2026	Jun 2028	\$2,000,000	\$0	\$0	\$2,000,000
San Carlos	Brittan Ave and San Carlos Ave Sidewalk	CON	A funding agreement with SMCTA is in process.	Dec 2024	Dec 2025	Agreement in Process	\$0	\$2,000,000	\$0	\$2,000,000
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	The PID phase has been completed. Working on submitting the final report to SMCTA.	Dec 2022	Aug 2025	Feb 2026	\$0	\$890,000	\$830,728	\$59,272
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	A 2nd Amendment to the funding agreement with SMCTA has been routed for signatures. Have also extended the contract with the consultant.	Dec 2020	Dec 2026	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	Have completed 65% design and continuing to coordinate with Caltrans on CEQA/NEPA clearance.	Dec 2022	Jul 2026	May 2028	\$1,386,364	\$0	\$981,892	\$404,472
San Mateo	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	PLAN, PAED, PS&E	Due to pricing differences, staff is revising the RFP and will be readvertising in the next quarter.	Dec 2024	Jun 2027	Dec 2026	\$351,648	\$0	\$0	\$351,648
South San Francisco	El Camino Real Corridor Study	PLAN	Have conducted community engagement and presented the initial design to City Council to receive input and direction.	Dec 2022	Jun 2026	Original: 6/2025 Extension: 6/2026	\$0	\$100,000	\$0	\$100,000
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements	PS&E, CON	Have completed 60% design and conducted a value engineering review to refine proposed pedestrian and bicycle safety improvements. Have also completed the project engagement plan with a focus on community education to support understanding of the proposed improvements and to inform of ongoing design development.	Dec 2024	Jan 2027	Mar 2027	\$0	\$2,000,000	\$0	\$2,000,000
South San Francisco	Parkway Heights Middle School Ped and Bike Improvements	PS&E, CON	Have completed 60% design and conducted a value engineering review to refine proposed pedestrian and bicycle safety improvements. Have also completed the project engagement plan with a focus on community education to support understanding of the proposed improvements and to inform of ongoing design development.	Dec 2024	Jan 2027	Mar 2027	\$0	\$2,000,000	\$0	\$2,000,000
South San Francisco	Ponderosa Elementary School Ped and Bike Improvements	PS&E, CON	Have completed 60% design and conducted a value engineering review to refine proposed pedestrian and bicycle safety improvements. Have also completed the project engagement plan with a focus on community education to support understanding of the proposed improvements and to inform of ongoing design development.	Dec 2024	Jan 2027	Mar 2027	\$897,000	\$0	\$0	\$897,000

Notes:
1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.
2. The Pacifica Esplanade & Palmetto Bicycle & Pedestrian Improvement Project was completed and has been removed.



Ferry Program
FY2026 Q2: October 1, 2025 - December 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 Awarded	Expended Funds ¹	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA.	The Port and CDM Smith had regular meetings to discuss the draft technical studies and draft EIR chapters. CDM Smith continued preparation of air quality, biological resources & biological resources report, energy, greenhouse gas emissions, hazards/hazardous materials, noise, and transportation study report. An amendment to the funding agreement with SMCTA is still routing for signatures.	Jun 2022	Dec 2027	Dec 2025	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Preliminary Engineering	Preparation of Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal.	No progress has been made this quarter. Continued working on Environmental Clearance documents.	Jul 2020	Mar 2027	Sep 2027	\$350,000	\$172,365	\$177,635

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.



**ACR/TDM Program
FY2026 Q2: October 1, 2025 - December 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
Burlingame	California Drive Congestion Management Video Detection Project	CON	No progress has been made this quarter. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to December 2026.	Aug 2022	Mar 2026	Original: 10/2025 Extension: 12/2026	\$0	\$144,200	\$0	\$144,200
Burlingame/ Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	An amendment to the funding agreement with SMCTA is still circulating for signatures. Working on project closeout and Final Report to SMCTA.	Aug 2022	Mar 2026	Sep 2025	\$0	\$400,000	\$325,646	\$74,354
Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have completed the remaining punchlist items. Will be issuing the Notice of Completion and conducting project closeout in the next quarter.	Aug 2022	Mar 2026	Jun 2026	\$0	\$168,000	\$0	\$168,000
Daly City	Daly City Micromobility Pilot	PLAN	Have installed eight bikeshare stations and held a launch event on October 3, 2025.	Dec 2024	Jun 2027	Jun 2027	\$0	\$200,000	\$0	\$200,000
Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Construction has been completed including constructing new curb ramps, modifying median noses, adding pedestrian signal heads and push buttons, and new striping. Will be completing project closeout in the next quarter.	Aug 2022	Nov 2025	Original: 9/2025 Extension: 5/2026	\$0	\$200,000	\$0	\$200,000
Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Out of 23 qualified applicants, 12 have completed the enrollment process, received an orientation, picked up their e-bike loaners and are actively using them. 8 of which are using e-bikes funded with SMCTA funds. In the process of purchasing the third batch of e-bikes.	Aug 2022	Oct 2026	Nov 2027	\$0	\$200,000	\$48,267	\$151,733
Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to June 2026. Working on submitting the Final Report and final reimbursement claim to SMCTA.	Aug 2022	Sep 2025	Original: 8/2025 Extension: 6/2026	\$0	\$200,000	\$193,731	\$6,269
Brisbane	Bayshore-VWR Bus Stop Improvements	PS&E, CON	Continuing to prepare an RFP for the design component of the project. The City has decided to issue a joint RFP for a identical project at the same intersection in the southbound direction.	Dec 2024	Mar 2027	Jun 2028	\$0	\$450,000	\$0	\$450,000
Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates this quarter. Design is expected to commence after the completion of the PAED phase, which is currently anticipated for July 2026.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$162,000	\$0	\$162,000
Colma	Town of Colma Rideshare Voucher Program	PLAN	No new updates this quarter. Continuing to market the program in the Town's Livewire and social media to encourage ridership.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$67,500	\$28,061	\$39,439
Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	The project has been completed and working on submitting the Final Report and final reimbursement claim to SMCTA.	Aug 2022	Aug 2025	Aug 2025	\$0	\$200,000	\$142,551	\$57,449
Half Moon Bay	FY 24-25 Bicycle Pedestrian Small-Scale Projects	CON	The initial CEQA and CDP review has been completed, and final locations for bicycle racks are being evaluated in accordance with the City's standard design guidelines.	Dec 2024	Jun 2026	Sep 2027	\$0	\$200,000	\$0	\$200,000
C/CAG	San Mateo Countywide AV Shuttle Pilot Program Feasibility Study	PLAN	Project has not yet been initiated, and is expected to start following the completion of the Peninsula Shuttle Program Strategy.	Dec 2024	Mar 2027	Sep 2027	\$420,000	\$0	\$0	\$420,000



ACR/TDM Program
FY2026 Q2: October 1, 2025 - December 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
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	PLAN	In December 2025, C/CAG awarded a contract to Iteris, Inc. to complete the Northern Cities Smart Corridor Incident Response Plan.	Dec 2024	Dec 2026	Jun 2027	\$200,000	\$0	\$0	\$200,000
C/CAG	Active Transportation Data Purchase	PLAN	Anticipates to release an RFP in March 2026.	Dec 2024	Jun 2027	Mar 2027	\$253,000	\$0	\$0	\$253,000
Menlo Park	Transportation Big Data Subscription	PLAN	Utilized the subscription data to support proposed Slow Streets program. Continued to review data and apply to other projects in the City.	Dec 2024	Jun 2028	Dec 2029	\$80,325	\$0	\$0	\$80,325
South San Francisco	Incident Response Timing	PLAN	Have initiated and submitted the draft Incident Response Timing Plans. Have also drafted the Operations Manual and Quick Start Guide.	Dec 2024	May 2026	Mar 2026	\$100,000	\$0	\$0	\$100,000
Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Work continued on the Outreach Plan, and the consultant provided an overview of the Existing Conditions Report and goals/policies framework for the City to review and comment. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to July 2027.	Aug 2022	Dec 2026	Original: 9/2025 Extension: 7/2027	\$0	\$100,000	\$0	\$100,000
Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	Have continued outreach for a couple of pilot TMA programs and began administration of the pilot. Approximately 200 low-income employees have signed up for donated Caltrain passes, and around 100 have signed up for PVI (Peninsula Volunteers Inc) for elder transportation services. Have drafted a low-income employee commute survey and City staff commute survey, both of which are launching at the end of January.	Aug 2022	Nov 2026	Nov 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.