



CAPITAL PROJECTS Quarterly Status Report

FY2026 Q3: January 1, 2026 - March 31, 2026



Photo: New San Mateo County Transit District's Headquarters at 166 N Rollins Rd, Millbrae, CA



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HIGHWAY PROGRAM PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



**HIGHWAY PROGRAM - STATUS SUMMARY
TABLE**
FY2026 Q3: January 1, 2026 - March 31, 2026

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING		INVOICING	
			Previous	Current	Previous	Current	Previous	Current	Previous	Current
000621	US 101/Broadway Interchange	5	●	●	●	●	●	●	●	●
000622	US 101/Willow Interchange	7	●	●	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	9	●	●	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	11	●	●	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	13	●	●	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	15	●	●	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	17	●	●	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	19	●	●	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	21	●	●	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	23	●	●	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	25	●	●	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	27	●	●	●	●	●	●	●	●



Project ID: 000621

US 101/Broadway Interchange Project

Reporting Phase(s): Landscaping Construction (Activity 16)

Future Funded Phases: None

Sponsors: City of Burlingame

Implementing Agency: SMCTA

SMCTA Role: Funding and Implementing Agency

Phase Overview: Construction phase for the 101/Broadway Interchange Landscaping

Percent Complete:

83%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

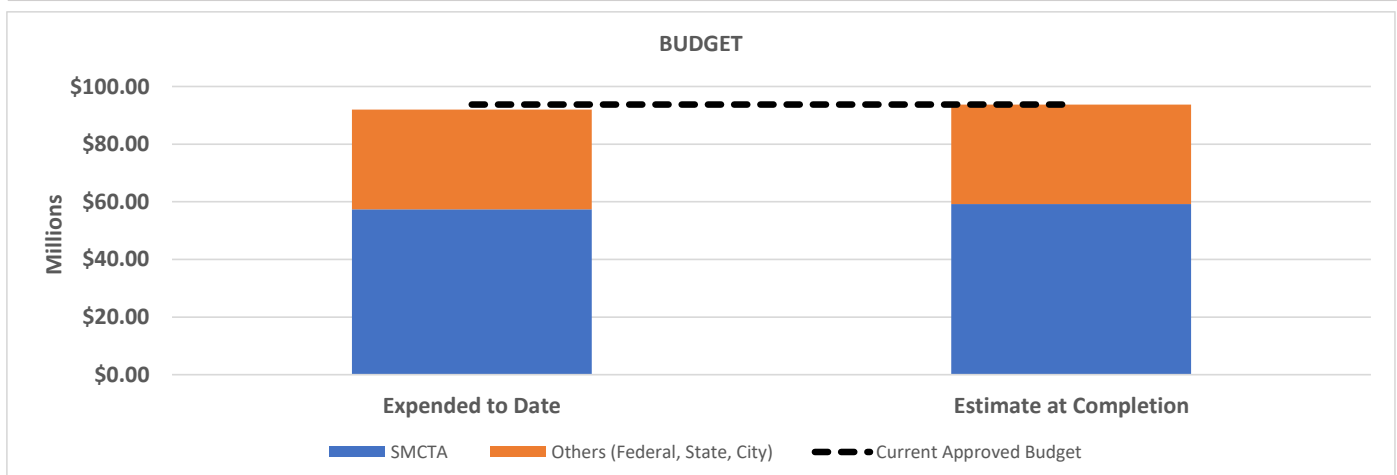
The US 101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining 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 restarted 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.

Construction is now substantially complete. Minor punchlist items remain, including irrigation system programming, labeling of control valves, and marking junction boxes with "Caltrans Service Irrigation," all of which are expected to be wrapped up next quarter. Upon acceptance by Caltrans, the project will enter a three-year plant establishment period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$59,187,000	\$57,401,988	\$1,785,012	97%	\$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	\$91,952,988	\$1,785,012	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	06/01/28

PROGRESS THIS QUARTER:

1. Completed planting in accordance with approved plans.
2. Reviewed erosion control measures across the project site.
3. Initiated punchlist work.
4. Continued to follow up on the signing/recording of the updated Joint Use Agreement 62664-A.

FUTURE ACTIVITIES:

1. Complete remaining punchlist items.
2. Begin plant establishment and maintenance period.
3. Obtain final signatures on the Joint Use Agreement between PG&E and Caltrans.
4. Finalize and submit the ROW Topographic Survey Record for approval.
5. Amend the Memorandum of Understanding (MOU) to extend the implementation period for plant establishment.

KEY ISSUES:

1. The substantial completion date has been extended to June 2026, representing a delay from the original schedule. The delay is primarily attributed to adverse weather conditions and additional time required for the contractor to comply with erosion control requirements.

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 ID: 000622

US 101/Willow Interchange Project

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

Future Funded Phases: Landscaping CON (Activity 16)

Sponsors: City of Menlo Park

Implementing Agency: City of Menlo Park

SMCTA Role: Funding Agency

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

Percent Complete: 49%

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

PROJECT DESCRIPTION:

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

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

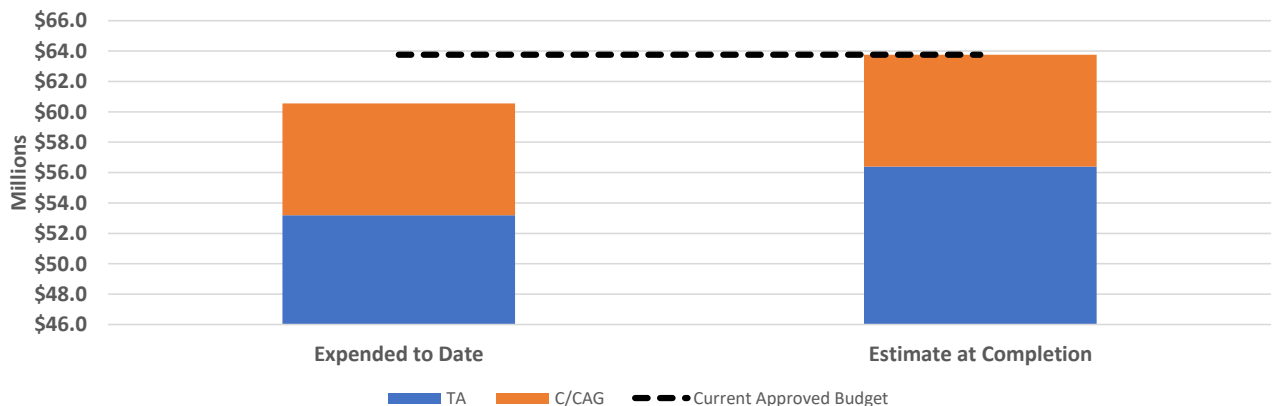
STATUS SUMMARY:

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

The consultant addressed and resubmitted 100% design in response to Caltrans' comments in March 2026. Upon approval, the project will obtain the encroachment permit and proceed to construction advertisement.

Construction is anticipated to begin in summer 2026, pending final approvals.

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	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. Resubmitted 100% package to Caltrans.
2. Finalized Request for Bid (RFB), pending authorization to advertise.

FUTURE ACTIVITIES:

1. Obtain Caltrans encroachment permit.
2. Approve the Second Amendment to the MOU, including extension of the project timeline for plant establishment.
3. Advertise the project for construction.

KEY ISSUES:

1. Extended coordination with Caltrans and local jurisdictions impacted the schedule; all comments are now resolved.
2. Updated cost estimate indicates a potential construction funding gap; staff are evaluating funding strategies and scope adjustments.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
First Amendment to MOU	11/21/2025	12/31/2030	6/30/2030	The amendment updates roles/responsibilities, assigning the City of Menlo Park responsibility for procuring/administering landscaping construction while TA retains overall oversight. It also authorizes use of up to \$3.5 million in existing funds/extends the project schedule.
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 ID: 000768

US 101/Woodside Road (SR 84) Interchange Project

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

Future Funded Phases: Construction (Activity 16)

Sponsors: City of Redwood City

Implementing Agency: City of Redwood City

SMCTA Role: Funding Agency

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

Percent Complete: 80%

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

PROJECT DESCRIPTION:

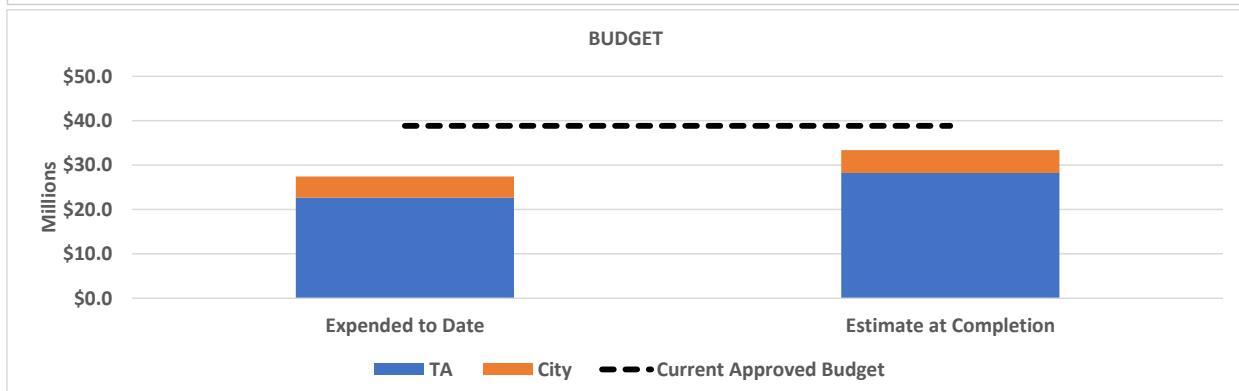
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road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

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

STATUS SUMMARY:

The project team continued coordination with UPRR and preparation of 100% UPRR plans, initiated resolution of Caltrans and UPRR comments, and continued work to acquire the parcels necessary for the project. The 100% PS&E design plans will be submitted to Caltrans early next quarter. UPRR will not initiate ROW parcel acquisition until they have an approved design or have an approved exception to this policy. The project team is working with UPRR to get an exception. The team is working with the County on driveway design and the permanent easement for bicycle and pedestrian access across the Veterans property. Caltrans agreed to a 1 to 1 off-site mitigation solution for stormwater treatment and the next step is to meet with RWQCB to finalize the mitigation plan.

The project team also initiated a cost optimization peer review and completion of an independent cost estimate to understand the magnitude of cost risks and needed mitigation. The project team expended \$8 million in STIP funds by the February 28, 2026 deadline and is eligible for full reimbursement. The project team continues to work with Caltrans and FHWA to secure a funding agreement for the \$105M INFRA grant for construction.



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	\$22,686,028	\$10,998,972	67%	\$28,195,000	\$0
City	\$5,160,000	\$4,758,916	\$401,084	92%	\$5,160,000	\$0
Total Project	\$38,845,000	\$27,444,944	\$11,400,056	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	11/09/26
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	11/09/26

PROGRESS THIS QUARTER:

1. Project team addressed comments from Caltrans and UPRR, and preparing 100% final submittals.
2. Started the process for conducting cost optimization peer review and independent cost estimate.
3. Conducted meetings with SMCTA and project advocates regarding federal approval of the INFRA funding agreement with Caltrans.
4. Continued to work on the three-way Construction Cooperative Agreement between the City, Caltrans and SMCTA.
5. Followed up with Express Lanes team regarding the need to reposition tolling equipment near the Woodside Overcrossing.
6. Continue updating the communications plan with Caltrans for construction and working with Caltrans on their staffing plan.
7. Continued refining the Maintenance Agreement exhibit and submitted to Caltrans.
8. Continued securing property owners' signatures on purchase agreements.
9. Continued working with utility companies on relocations, especially the PG&E undergrounding across the LaSalle-Pearlman property.
10. Worked with AECOM and UPRR to resolve UPRR's comments on the at-grade crossings.
11. Initiated court proceedings for condemnation for three additional parcels and prepared for City Council actions.

FUTURE ACTIVITIES:

1. Reach agreement with the County regarding the Veterans parcel.
2. Respond to inquiries regarding parcel offers. Negotiate and approve purchase agreements for ROW parcels.
3. Initiate court proceedings for condemnation, if necessary. Prepare for the City Council on ROW actions.
4. Conduct Cost Optimization Peer Review and prepare for Independent Cost Estimate.
5. Meet with RWQCB to finalize mitigation plan for stormwater run-off capture.
6. Finalize UPRR plan acceptance and launch acquisition proceedings.
7. Meet with lobbying team to determine proactive response to USDOT's review of the INFRA application.

KEY ISSUES:

1. Must find ways to deliver Railroad, Right of Way, and PS&E early in order to advertise in 2026 and begin construction in early 2027.
2. USDOT has not signed the INFRA grant agreement which could jeopardize state and regional funding.
3. The schedule has been delayed by more than six months and the status light shifted from yellow to red. The schedule will be updated when the funding agreement with the City is amended.

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 Supplement 5	03/31/26	06/30/31	12/31/30	CON funding awarded

Project ID: 000800

US 101/University Ave Interchange Project

Reporting Phase(s): Construction (Activity 16)

Future Funded Phases: None

Sponsors: City of East Palo Alto

Implementing Agency: City of East Palo Alto

SMCTA Role: Funding Agency

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

Percent Complete: 99%

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

PROJECT DESCRIPTION:

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

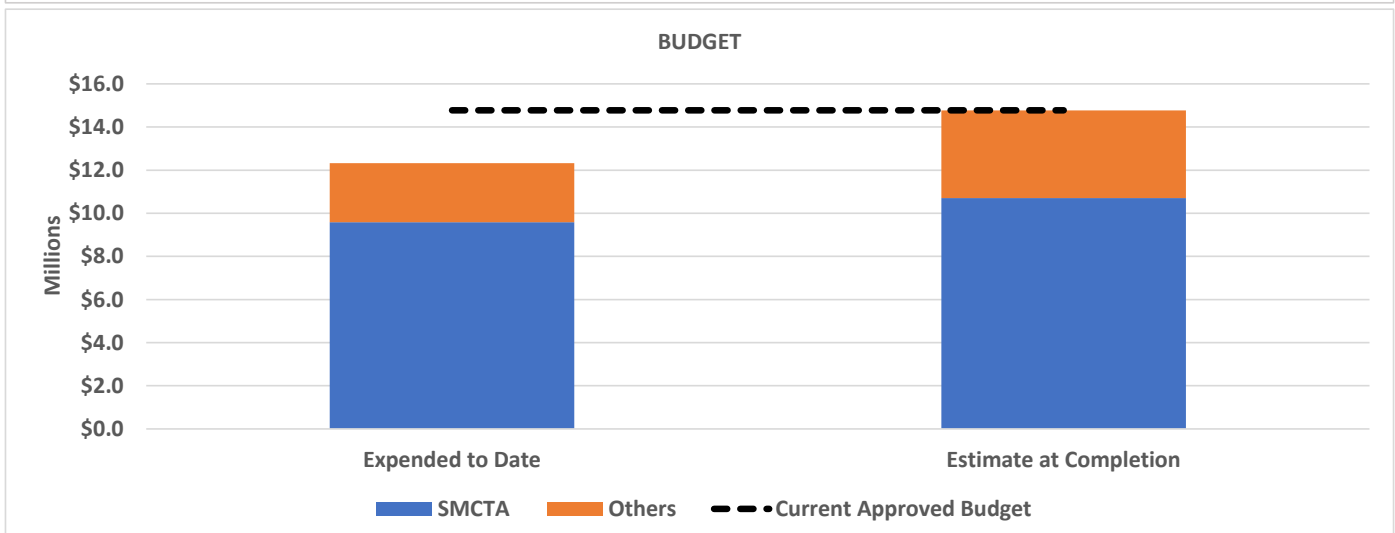
The project will relieve an interchange bottleneck at University Avenue and US 101. The project will also reduce intersection delay along University Avenue at both Donohoe Street and Woodland Avenue. The southbound ramp improvements will reduce queue lengths in both the AM and PM peak periods. Bicycle and pedestrian safety will be improved with a dedicated overcrossing that will eliminate bicycle and vehicle weaving conflicts on University Avenue. Combined, these improvements will create separated, comfortable facilities 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. The amendment was circulated for signatures on February 19, 2026.

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Circulated the Funding Agreement amendment to extend the expiration date.

FUTURE ACTIVITIES:

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

KEY ISSUES:

1. Additional time was needed through September 2025 to complete construction due to ongoing coordination with adjacent Caltrans projects and to process reimbursement requests due to outstanding claims from the contractor. An amendment is being developed to extend the Funding Agreement expiration date.
2. The City has requested additional funding to cover unanticipated work including fence replacement, pavement rehabilitation, and additional construction management services to cover delays due to coordination within Caltrans' right-of-way. A future funding agreement amendment will be considered for this request.

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 ID: 000803

Utah Avenue Overcrossing Project

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

Future Funded Phases: None

Sponsors: City of South San Francisco

Implementing Agency: City of South San Francisco

SMCTA Role: Funding Agency

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

Percent Complete: 70%

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

PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

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

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

1. Intersection Improvements:

- South Airport Boulevard/Utah Avenue
- San Mateo Avenue/Utah Avenue
- Airport Boulevard/Produce Avenue/San Mateo Avenue

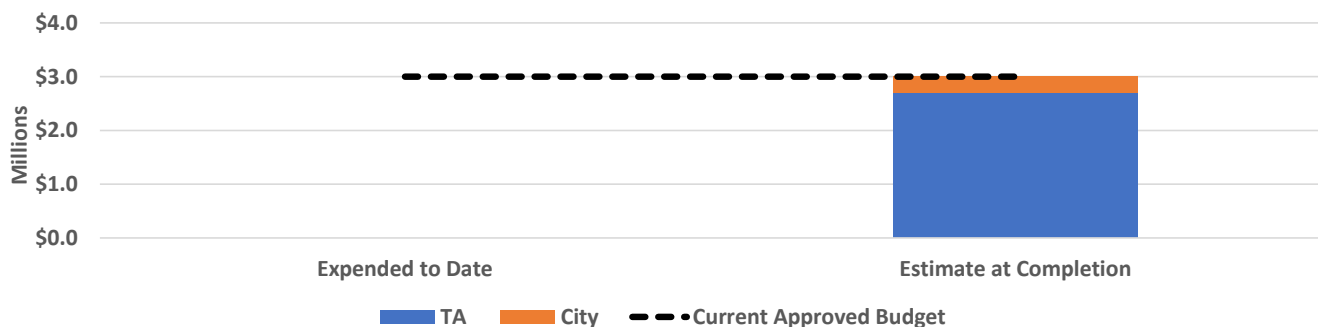
2. US 101 Overpass:

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

This quarter, design advanced for both roadway and structural components. Coordination with Caltrans continues for design approvals, ROW certification, and construction readiness. The schedule remains under close monitoring, with the project being ready to list (RTL) for construction planned for March 31, 2028.

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.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,700,000	\$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. Incorporated 65% comments from Caltrans.
2. Advanced traffic operations coordination (detours and lane closures).
3. Continued utility coordination with PG&E and Kinder Morgan.
4. Received approval of "C" submittal.
5. Continued development of the Structure Ownership and Maintenance Agreement.
6. Advanced environmental reevaluation and project report updates.

FUTURE ACTIVITIES:

1. Submit the 95% roadway PS&E package.
2. Initiate Right-of-Way (ROW) certificate tasks.
3. Continue utility certification.
4. Begin 100% design for intersection improvement.
5. Amend Funding Agreement to reflect schedule extension.

KEY ISSUES:

1. Prior coordination with adjacent developments caused delays and will require a schedule extension amendment.
2. SMCTA 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 ID: 000823

Highway 1 Safety And Operational Improvements Project

Reporting Phase(s): Construction (Activity 16)

Future Funded Phases: None

Sponsors: City of Half Moon Bay

Implementing Agency: City of Half Moon Bay

SMCTA Role: Funding Agency

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

Percent Complete:

30%

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

PROJECT DESCRIPTION:

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

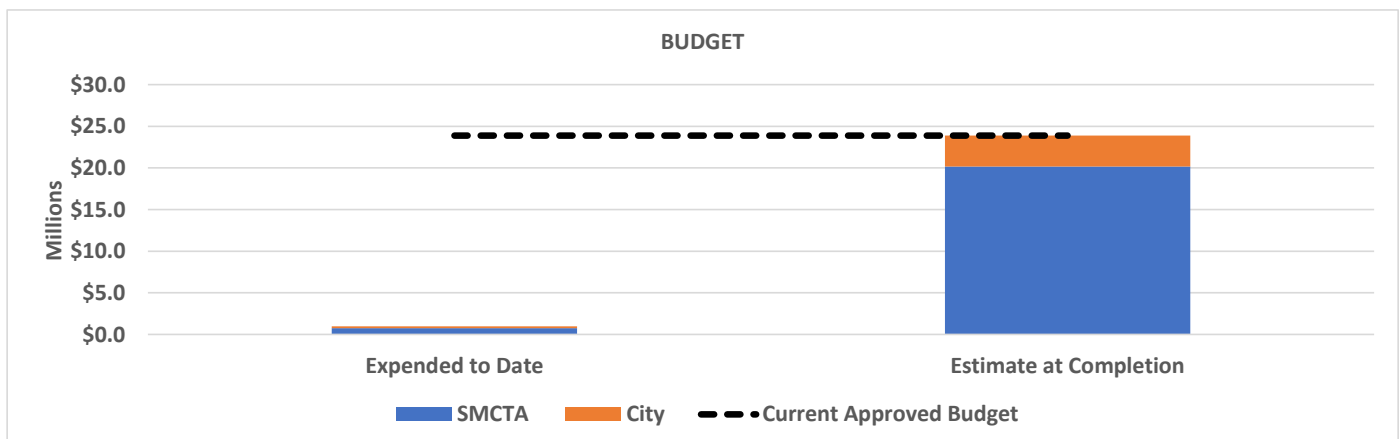
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide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

STATUS SUMMARY:

100% Plans were resubmitted to Caltrans in February 2026. Additional comments are in the process of being addressed with a target resubmittal at the end of April. The City received approval from the SMCTA Board of Directors in early January 2026 with an award of \$11.7M to help close the construction funding gap.

PG&E is working on a separate encroachment permit 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. All utility relocations are complete. Comcast, AT&T, PG&E (Pacific Gas and Electric) and Coastside County Water District facilities have been relocated and the Notice to Owners have been issued. The next steps for the project are to secure Caltrans' right-of-way certification and encroachment permit, and getting the project to bid later this year. The City still requires CTC approval on SMCTA programming and allocation which is anticipated in later 2026.

The budget and funding status lights have returned to green in this reporting period as the Measure A/W Highway call for projects awards include additional funding for the project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$20,175,000	\$753,136	\$19,421,864	4%	\$20,175,000	\$0
City	\$3,700,000	\$212,461	\$3,487,539	6%	\$3,700,000	\$0
Total Project	\$23,875,000	\$965,597	\$22,909,403	4%	\$23,875,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City was successfully granted \$11.7 million from the Measure A/W 2025 Highway Program Call, closing the construction funding gap.
2. 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.
3. Design team successfully submitted resubmittal plans to Caltrans in February 2026 and are in the process of responding to subsequent comments received in March.
4. The City is assembling a bid package and other pre-construction scope items through early 2026.

FUTURE ACTIVITIES:

1. Continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Design team to address comments and resubmit plans to Caltrans by the end of April.
3. Secure Caltrans' right-of-way certification and encroachment permit.
4. Getting the project ready to bid later this year.

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 100302

US 101 Managed Lanes North of I-380 Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: PS&E (Activity 13)

Sponsors: C/CAG, SMCTA, Caltrans

Implementing Agency: SMCTA

SMCTA Role: Funding and Implementing Agency

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

Percent Complete: 80%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

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

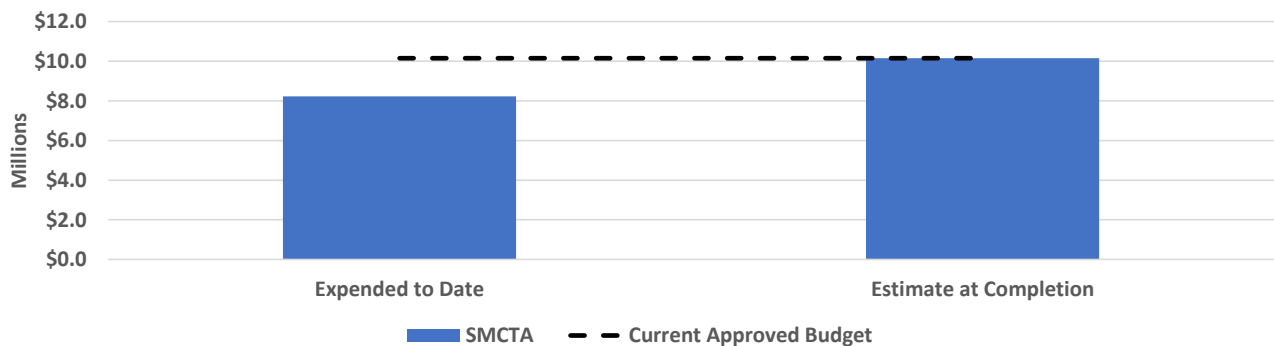
The Project will reduce delays and improve travel time and reliability by providing new tolled or standard managed lanes for use by HOV3+ (vehicles w/ 3 or more occupants), motorcycles and transit for free and potentially other vehicles for a fee. It will encourage carpooling and transit use as an alternative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

STATUS SUMMARY:

Caltrans functional units have approved most environmental and technical studies. The complexity of the traffic analysis required additional time to complete the work. The project team has obtained Caltrans approval on all traffic operational models. The traffic operations analysis will be completed in May 2026 with release of the DED for public comment in late-2026.

Contingency funds are being expended to accommodate the delay in project schedule. Relevant designs and technical studies are being updated to accommodate a modest shift in the freeway alignment in South San Francisco. The project team is working with the project stakeholders to identify potential VMT mitigation measures for the project. Will also finalize the public outreach plan and update materials in preparation for circulation of the draft environmental document.

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	\$8,229,288	\$1,920,712	81%	\$10,150,000	\$0
Total Project	\$10,150,000	\$8,229,288	\$1,920,712	81%	\$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	08/31/27

PROGRESS THIS QUARTER:

1. Gained approvals from Caltrans on all traffic operational analysis models.
2. Developed US 101 alignment shift towards Airport Blvd. exhibit that accommodates the City of South San Francisco's Complete Streets conceptual project.
3. Obtained concurrence from the City of South San Francisco on the shift in the US 101 alignment towards Airport Blvd (instead of Dubuque on the west) accommodating the City's Complete Streets conceptual project.
4. Addressed comments received on the internal version of the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
5. The draft public outreach plan is currently being reviewed by the project team and various outreach activities will be scheduled under three phases.

FUTURE ACTIVITIES:

1. Submit the first Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA) to Caltrans for review and comment.
2. Submit the 2nd Administrative Draft Project Report for Caltrans review and comment.
3. Submit the Draft Traffic Operational Analysis Report to Caltrans for review and approval.
4. Update the geometric engineering drawings and submit to Caltrans for review and approval.
5. Review Noise Decision and Visual Impact Assessment reports for updates based on the shift of US 101 towards Airport Blvd.
6. Update the draft public outreach plan based on feedback from stakeholders.

KEY ISSUES:

1. The project schedule has been delayed more than a year from previous baseline schedule and the project is currently utilizing funds from approved future tasks. This approach will fund all activities until the conclusion of public circulation of the ADEIR/EA.

AGREEMENT HISTORY:

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

Project ID: 100318

US101/SR92 Interchange Area Improvements Project

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

Future Funded Phases: None

Sponsors: C/CAG, SMCTA

Implementing Agency: Caltrans

SMCTA Role: Funding Agency

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

Percent Complete: 53%

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

PROJECT DESCRIPTION:

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

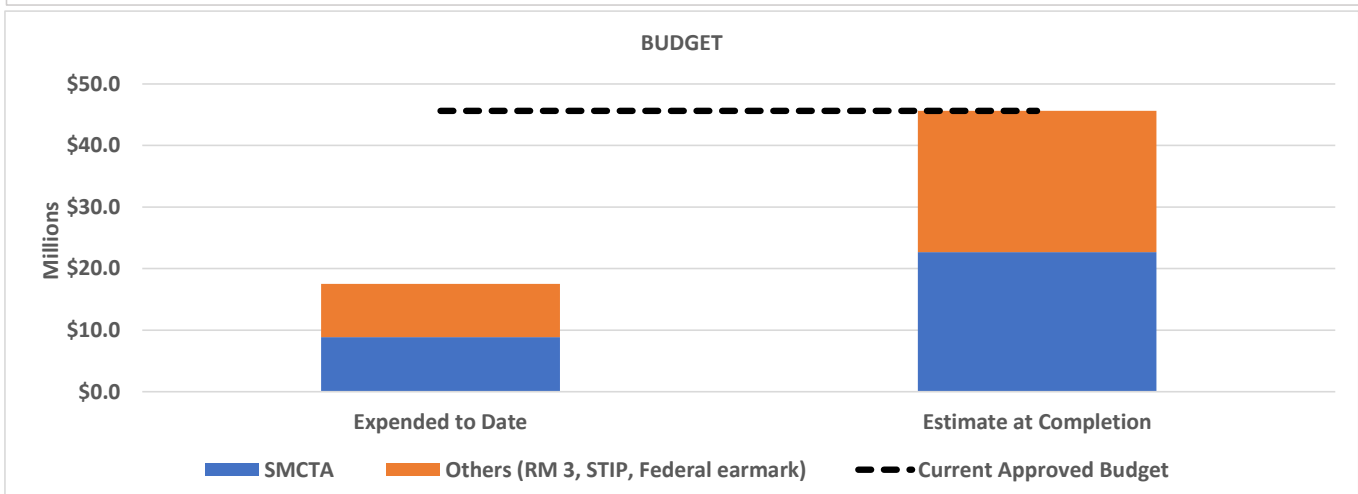
The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by reducing backups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

STATUS SUMMARY:

Caltrans 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. The final overhead signage was installed in February 2026.

The foundations of the modified ramp from westbound 92 to southbound 101 are also complete. These foundations will support the reconfigured ramp, allowing for safer truck turns and smoother traffic flow. Temporary supports (i.e. falsework) were set up to ensure a stable platform for the new sections of the ramp structure. Concrete placement for the bridge deck is anticipated next quarter. 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	\$8,850,224	\$13,812,776	39%	\$22,663,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$8,645,072	\$13,316,928	39%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$27,464	\$972,536	3%	\$1,000,000	\$0
Total Project	\$45,625,000	\$17,522,760	\$28,102,240	38%	\$45,625,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Completed rebar installation and deck preparation for the bridge concrete placement for westbound 92 to southbound 101 connector.
2. Removed vegetation and road excavation for the southbound 101/Fashion Island and northbound 101/Hillsdale areas to accommodate new lane configurations that will improve traffic safety and flow.
3. Installed new irrigation crossings and underground electrical components to support Traffic Management Systems and lighting.
4. Installed overhead signs for southbound 101/Fashion Island realignment.

FUTURE ACTIVITIES:

1. Bridge concrete placement, curing, and removal of temporary falsework for westbound 92 to southbound 101 connector.
2. Grading, paving, and installation of guardrail for northbound 101/Fashion Island off-ramp.
3. Installation of bioretention systems and various drainage features.
4. 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,	12/02/21	N/A	N/A	Board Resolution No. 2021-33
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds
RESO Funding (CON)	12/07/23	N/A	N/A	Board Resolution No. 2023-26
Cooperative Agreement 04-2944 - Caltrans/CCAG/TA	01/22/24	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the Construction phase
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding
MOU Amendment #1 - CCAG/TA	11/04/24	06/30/27	12/31/26	Updates the Project Budget for additional RM3 funds and reduction in STIP funding

Project ID: 100319

US 101/SR 92 Direct Connector Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: None

Sponsors: C/CAG, SMCTA

Implementing Agency: SMCTA

SMCTA Role: Funding and Implementing Agency

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

Percent Complete: 48%

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

PROJECT DESCRIPTION:

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

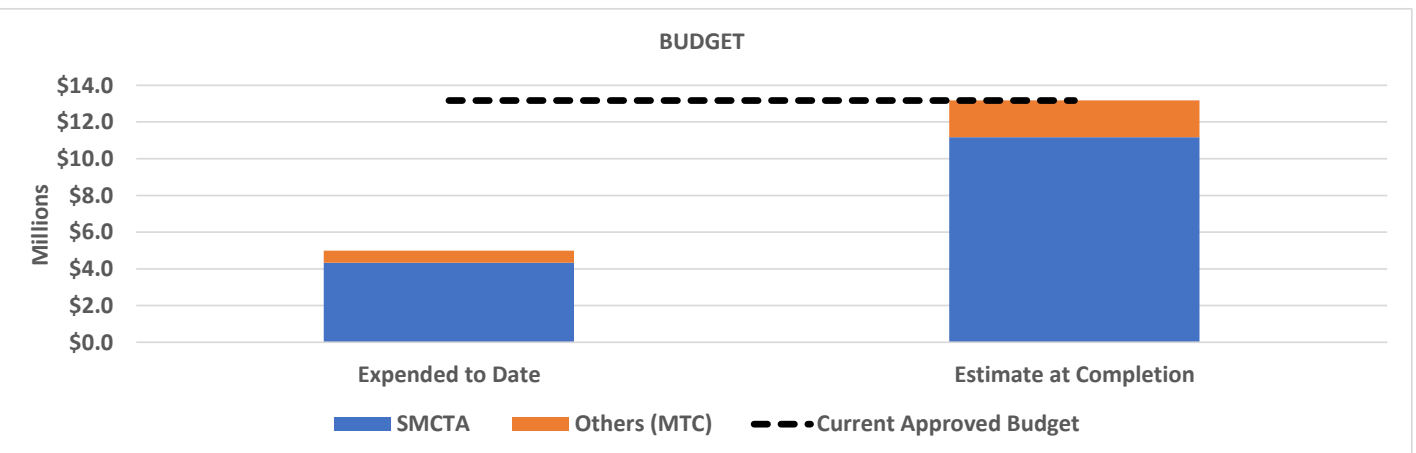
The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:

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

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

Progress continues on the environmental and engineering studies and the public circulation of the Draft Environmental Document (DED) is slated for release in spring 2027. Technical analysis was focused early on during this phase to confirm that the project would not require acquisition of parks or houses next to the freeway. The Value Analysis process has been initiated with subject matter experts from a variety of disciplines. The traffic operations analysis for the existing conditions and 2030 build year have been submitted to Caltrans.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$11,170,776	\$4,329,051	\$6,841,725	39%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$659,832	\$1,340,168	33%	\$2,000,000	\$0
Total Project	\$13,170,776	\$4,988,883	\$8,181,893	38%	\$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. Conducted 2030 model runs for No-Build, Alternative 1, and Alternative 3.
2. Continued work on 2050 model volumes.
3. Updated geometric layout exhibits based on SMCTA feedback.
4. Began coordinating scheduling and staffing for the Value Analysis process.
5. Revised Community Impact and Visual Impact analyses memos.
6. Began development of air quality and noise study modeling and reports.
7. Updated the webpage, Fact Sheet, and FAQs with latest schedule for public circulation of the Draft Environmental Document.

FUTURE ACTIVITIES:

1. Continue community outreach and communications activities, including providing project updates to the cities of San Mateo and Foster City.
2. Continue advancing the environmental and engineering studies.
3. Amend the MOU to extend the period of performance.

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 100321

Hwy 1/Manor Dr Overcrossing Improvements Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: None

Sponsors: City of Pacifica

Implementing Agency: City of Pacifica

SMCTA Role: Funding Agency

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

Percent Complete:

75%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

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

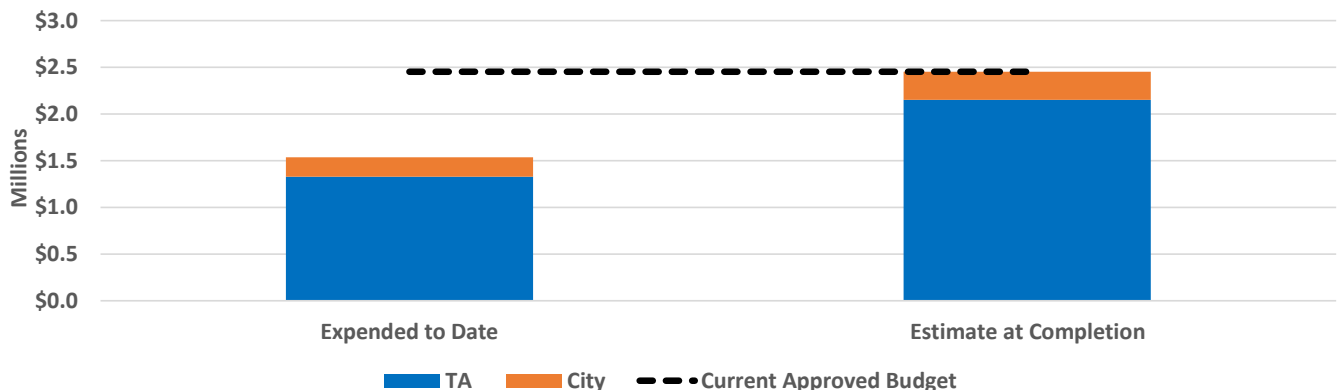
The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, the project will construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound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

STATUS SUMMARY:

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

During this quarter, all environmental reports were completed and approved by Caltrans. Caltrans comments on the draft environmental and project documents are being received and addressed.

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Submitted first and second administrative drafts of IS-MND/EA.
2. Submitted second and third drafts of the Draft Project Report (DPR).

FUTURE ACTIVITIES:

1. Submit revised Draft Environmental Document (DED).
2. Submit revised DPR.
3. Revise and resubmit Design Standard Decision Document (DSDD).

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 ID: 100663 Moss Beach - SR 1 Congestion & Safety Improvements Project Reporting Phase(s): PAED (Activity 12) Future Funded Phases: PS&E (Activity 13) Sponsors: County of San Mateo Implementing Agency: SMCTA SMCTA Role: Funding and Implementing Agency Phase Overview: Project Approval and Environmental Document (PAED) phase of	Percent Complete: 70%	
	STATUS OVERVIEW	Previous Quarter
	Current Quarter	
	Schedule	
	Budget	
	Funding	
	Invoicing	

PROJECT DESCRIPTION:

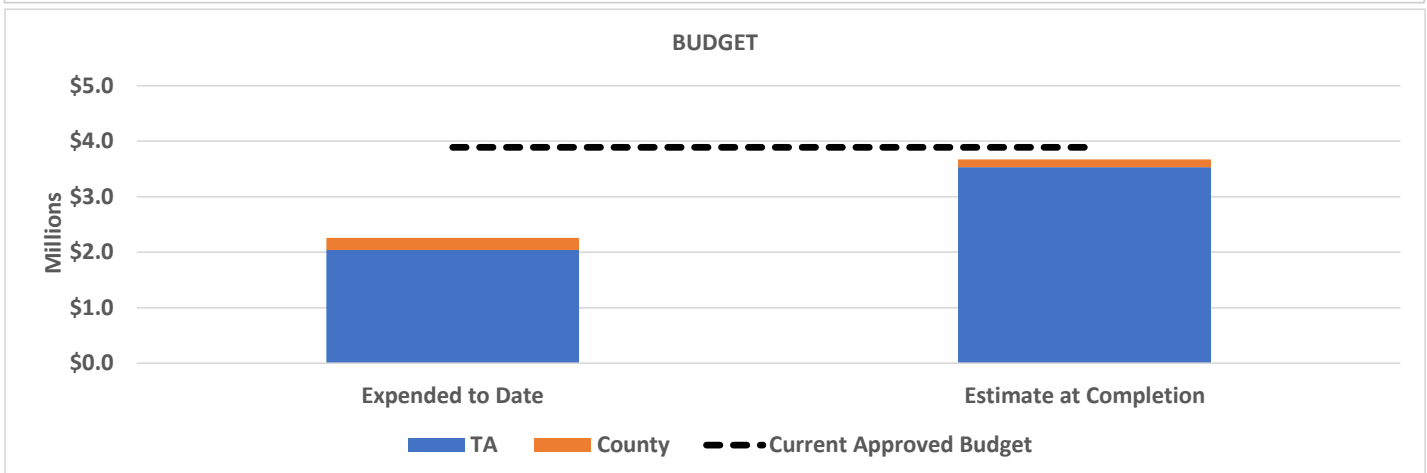
The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile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

STATUS SUMMARY:

The project is sponsored by the County of San Mateo and being coordinated with Caltrans, with 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.

This quarter included continued development of environmental, traffic, and engineering reports, with several submitted to Caltrans.

The Draft Environmental Document is anticipated for public circulation in summer 2026.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$2,038,990	\$1,492,010	58%	\$3,531,000	\$0
County	\$359,000	\$218,562	\$140,438	61%	\$359,000	\$0
Total Project	\$3,890,000	\$2,257,552	\$1,632,448	58%	\$3,890,000	\$0

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	08/26/26

PROGRESS THIS QUARTER:

1. Submitted traffic operational model (VISSIM) results and responded to comments.
2. Completed and received approval for Forecasting Report.
3. Advanced Traffic Operational Analysis Report (TOAR) development.
4. Coordinated with multiple utility and infrastructure stakeholders.
5. Submitted drainage and environmental reports.
6. Continued development of DPR and DED.

FUTURE ACTIVITIES:

1. Finalize Quality Management Plan.
2. Continue coordination on TOAR and traffic modeling approvals.
3. Complete remaining environmental studies.
4. Advance Draft Environmental Document.

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 ID: 100664

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

Reporting Phase(s): PAED (Activity 12)

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

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

Implementing Agency: Town of Colma

SMCTA Role: Funding Agency

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

Percent Complete:

94%

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

PROJECT DESCRIPTION:

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

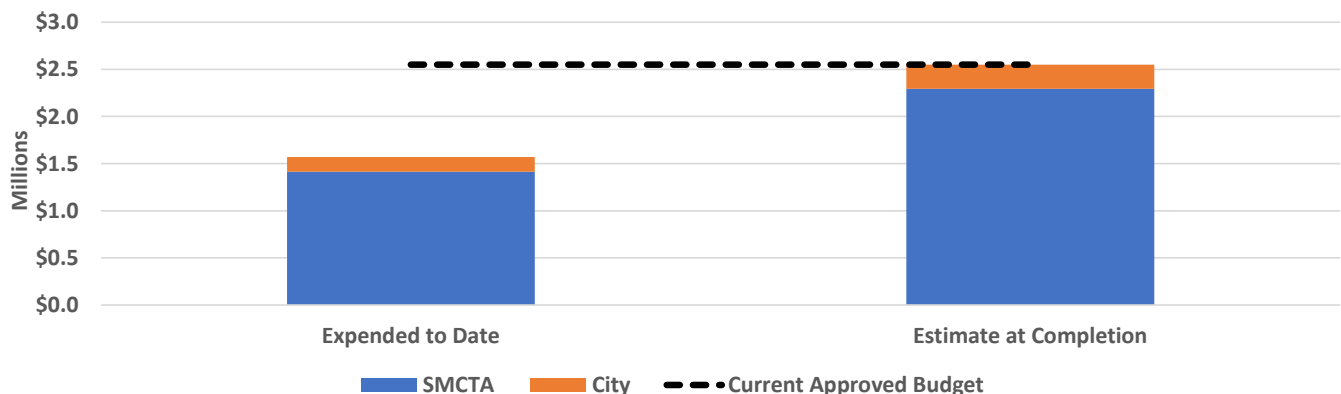
The project is nearing the end of the Project Approval and Environmental Document (PA&ED) phase and once Caltrans finalizes approval of the preferred alternative, final design will commence in summer 2026.

STATUS SUMMARY:

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

The project schedule was extended to complete the Historical Resources Evaluation Report (HRER) and allow sufficient time for Caltrans review of the Project Report (PR). The schedule has changed from red to green as the funding agreement was amended this quarter to accommodate the extended project schedule. The PR is on schedule to be approved by Caltrans by June 2026 and the Plans, Specifications and Estimate (PS&E) phase will begin soon after. The project sponsors' preference for Build Alternative 1 was approved by Caltrans as the Project's preferred alternative.

BUDGET



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA (PAED)	\$2,295,000	\$1,413,900	\$881,100	62%	\$2,295,000	\$0
City (PAED)	\$255,000	\$157,100	\$97,900	62%	\$255,000	\$0
Total Project	\$2,550,000	\$1,571,000	\$979,000	62%	\$2,550,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	08/05/24	09/30/25	08/07/24	09/30/26	08/07/24	06/30/26

PROGRESS THIS QUARTER:

1. Town of Colma/SMCTA Funding Amendment 1 was executed to extend the agreement to September 2026.
2. Geometric Engineering Drawings were approved by Caltrans.
3. Working with Caltrans for the approval of Historical Resources Evaluation Report (HRER), Historic Property Survey Report (HPSR), and Archeological Survey Report (ASR).
4. Caltrans approved the Right-of-Way Data Sheet and Right-of-Way Acquisition Exhibit.
5. Caltrans approved the Design Standard Decision Document, Structural Preliminary Geotechnical Report, Landscape Concept Plan, and Preliminary Cost Estimate.
6. Caltrans approved the Air Quality Report, Area of Potential Effect Map, and Visual Impact Assessment Report.
7. Addressed comments from Caltrans and resubmitted the Draft Project Report.

FUTURE ACTIVITIES:

1. Address Caltrans comments and resubmit HRER, HPSR and ASR for Caltrans approval.
2. Request Caltrans approval on the Draft Project Report.
3. Start the close out of PAED and begin PS&E.

KEY ISSUES:

None

AGREEMENT HISTORY:

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



Highway Projects in Plant Establishment Period (Landscaping Construction)
FY2026 Q3: January 1, 2026 - March 31, 2026

Sponsor	Project Number	Project Name	Project Description	Project Status	PEP Start	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Expended Funds ¹	Remaining Funds
City of San Mateo	000805	Highway 92/SR 82 (El Camino Real) Interchange Project	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.	The Ivy Yard is fully completed and functional, including all planned landscaping and infrastructure elements. Ongoing work and monitoring across the project includes monthly weed abatement, integrated pest management, and structural pruning to industry standards.	Oct 2025	Dec 2030	Dec 2027	\$16,356,650	\$15,619,614	\$737,037
C/CAG, SMCTA, Caltrans	000791	US 101 Express Lanes Project	This project is a multi-year, multi-agency project that 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.	Landscaping construction began in March 2023 and was completed March 2026. The project is currently in the plant establishment period (PEP) through fall 2028.	Sep 2025	Sep 2028	Dec 2027	\$30,500,000	\$29,883,763	\$616,237

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



FERRY PROGRAM PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



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

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING		INVOICING	
			Previous	Current	Previous	Current	Previous	Current	Previous	Current
100653	South San Francisco Second Ferry Terminal Project	32	●	●	●	●	●	●	●	●
100735	Redwood City Ferry Terminal Project	34	●	●	●	●	●	●	●	●

Project ID: 100653

City of South San Francisco Ferry Terminal Project

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

Future Funded Phases: None

Sponsor: City of South San Francisco

SMCTA Role: Funding Agency

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

Percent Complete:

70%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

Preparation of Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal.

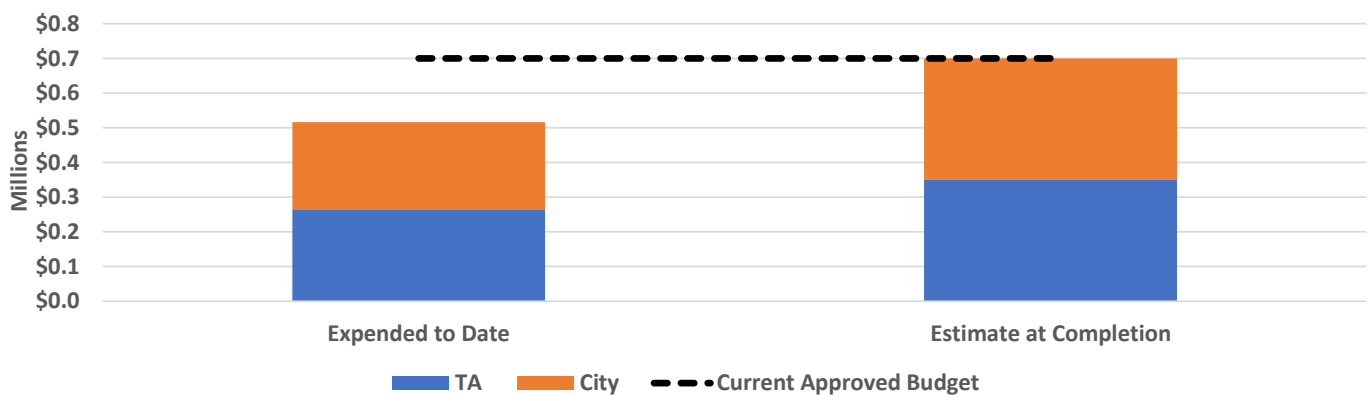
Sea Level Rise design alternatives (SLR Alternatives) and a 35% preliminary design were developed to understand the environmental constraints of the Project site given that it is a closed regulated landfill that must comply with Title 27 of the California Code of Regulations. The SLR Alternatives also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

STATUS SUMMARY:

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

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

BUDGET



CURRENT PHASE BUDGET:

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

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

PROGRESS THIS QUARTER:

1. Completed CEQA Draft Initial Study and Notice of Preparation.

FUTURE ACTIVITIES:

1. Develop mitigation options memo.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



Project ID: 100735 Redwood City Ferry Project Reporting Phase(s): PE/ENV (Activity 12) Future Funded Phases: None Sponsor: Port of Redwood City SMCTA Role: Funding Agency Phase Overview: Preliminary Engineering & Environmental Clearance (PE/ENV)	Percent Complete: 70%		
	STATUS OVERVIEW	Previous Quarter	Current Quarter
	Schedule		
	Budget		
	Funding		
	Invoicing		

PROJECT DESCRIPTION:

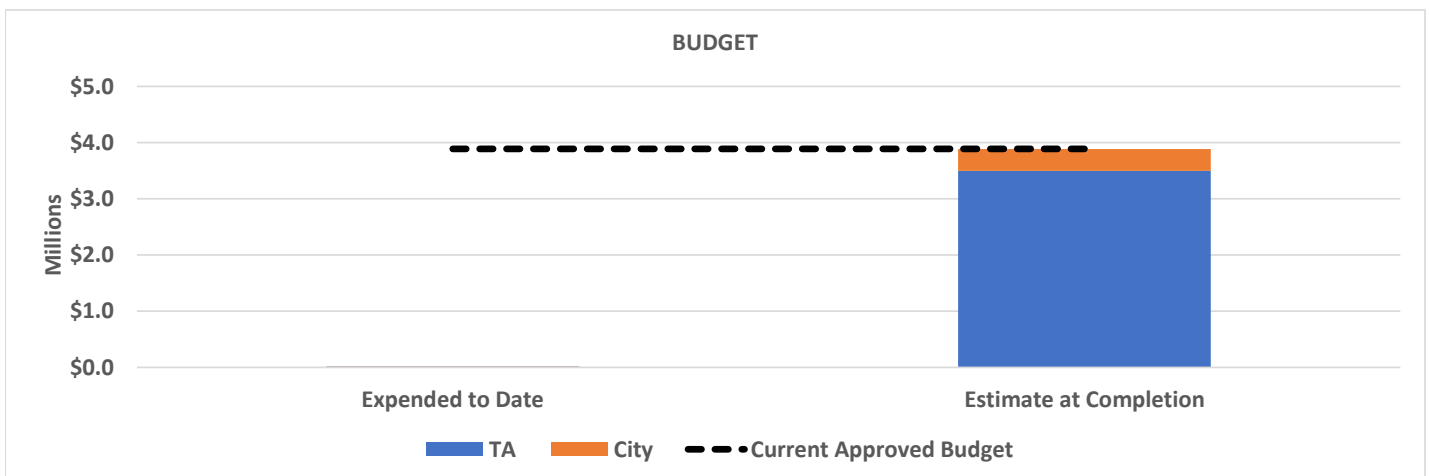
The Redwood City Ferry Project seeks to create a mid-peninsula transit hub at the Port of Redwood City (Port) with San Francisco and Oakland as origin and destination points. The Port will solicit for professional consulting services to: 1) complete environmental reviews; and 2) prepare preliminary design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

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

STATUS SUMMARY:

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

Recent delays are due to additional reviews of individual DEIR chapters from WETA, City, and legal team. Original schedule only anticipated reviews from WETA, City and legal staff for the completed DEIR. This will impact the schedule as indicated below.



CURRENT PHASE BUDGET:

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

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

PROGRESS THIS QUARTER:

1. Regular meetings to discuss draft technical studies and draft EIR chapters.
2. Legal, WETA and City reviews of various environmental and engineering studies.
3. Continued preparation of biological resources & biological resources report, noise, public services, transportation & transportation study report, alternatives analysis, and other CEQA considerations.

FUTURE ACTIVITIES:

1. Update engineering and technical studies based on reviewer comments.
2. Circulate draft EIR for public comment.

KEY ISSUES:

1. Delays due to review of interim deliverables by all parties.

AGREEMENT HISTORY:

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



Pedestrian & Bicycle Program
FY2026 Q3: January 1, 2026 - March 31, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	●	●	The final report was submitted to SMCTA in January 2026 and the project is officially closed out.	Dec 2022	Jun 2025	Oct 2025	\$450,000	\$0	\$445,767	\$4,233
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	●	●	Caltrans permits have been issued in January 2026 and the PS&E bid documents have been completed. The project will go out for construction bid in May 2026 with an expected start in June/July 2026.	Dec 2022	Dec 2026	Jul 2027	\$300,000	\$0	\$56,913	\$243,087
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	●	●	No new updates for this quarter. A retired former Director of Public Works with Brisbane is consulting part time to help expedite the project and a field visit is scheduled in April 2026.	Dec 2022	Jun 2027	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	●	●	A consultant was selected and awarded a contract. The design phase was kicked off in February 2026.	Dec 2022	Jun 2027	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	●	●	The project was completed December 2025. The final reimbursement claim was submitted in January 2026 and the Final Report was submitted to SMCTA in February 2026.	Dec 2022	Dec 2025	Dec 2028	\$0	\$420,000	\$420,000	\$0
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	●	●	The project is scheduled to be bid out in April 2026, awarded in May 2026 and start construction in June 2026.	Dec 2022	Dec 2026	Dec 2028	\$0	\$440,000	\$0	\$440,000
Burlingame	Bay Trail Class I Gap Closure	PS&E	●	●	A consultant was selected and awarded a contract. Expecting to start the design process in the next quarter.	Dec 2024	Dec 2026	Dec 2027	\$180,000	\$0	\$0	\$180,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project	PS&E	●	●	The planning phase has now been completed. Looking to extend the designer's contract to complete the design phase.	Dec 2024	Dec 2026	Sep 2027	\$0	\$148,500	\$0	\$148,500
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	PLAN	●	●	Have selected and awarded a consultant, Ecology Action, to launch the education and marketing campaign. A kick-off meeting is scheduled for April 2026.	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	●	●	Will be purchasing a temporary construction easement as well as a public utility, street and sidewalk easement in order to construct the project. The Town is also coordinating with PG&E to establish the power connection required for the new traffic signal.	Dec 2022	Dec 2027	Nov 2028	\$1,831,500	\$0	\$373,221	\$1,458,279
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	PS&E	●	●	The field investigation activities have been completed and the consultants are finalizing the topographic survey and geotechnical reports. PS&E 35% submittal is in development, and the master schedule has been updated.	Dec 2024	Dec 2026	Mar 2028	\$0	\$1,246,000	\$43,457	\$1,202,543
Commute.org	Countywide Bike Education	PLAN	●	●	Collaborated with City of Millbrae's Environmental Programs Division and Rec Center for the March e-bike class and published Instagram ads to market classes. Three courses were completed, all of which were in-person sessions. Topics included bike security and e-bike basics.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$46,416	\$53,584
Commute.org	Countywide Bicycle Trainers	PLAN	●	●	One Smart Cycling Part 1 class and one Smart Cycling Part 2 class was held, with 38 registrants and 23 attendees.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$10,432	\$89,568
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	●	●	Have awarded a construction contract and issued the Notice to Proceed (NTP). Construction began February 2026. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	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 completed the traffic operations assessment and attended a pop-up event for the project.	Dec 2022	Dec 2026	May 2029	\$0	\$498,750	\$4,260	\$494,490
Daly City	Daly City Vision Zero Design Standards	PLAN	●	●	Project staff implemented the supplemental standard details.	Dec 2022	Jun 2026	Apr 2026	\$0	\$65,000	\$28,298	\$36,702
Daly City	Hillside Boulevard Complete Streets Corridor Project	PLAN, PAED	●	●	Have selected a design consultant and awarded a contract. A project kick-off meeting will occur in the next quarter.	Dec 2024	Nov 2027	Dec 2028	\$0	\$520,000	\$0	\$520,000



Pedestrian & Bicycle Program
FY2026 Q3: January 1, 2026 - March 31, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	CON	●	●	The project construction NTP was issued in March 2026. Survey work began in March 2026 and underground utility construction preparation commenced. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Dec 2024	Oct 2026	Jun 2026	\$1,925,000	\$0	\$0	\$1,925,000
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	●	●	Received comments on the 90% submittal from Caltrans Office of Special Funded Projects (OSFP). Design team is responding and expecting resubmittal in May 2026.	Dec 2022	Jun 2027	Feb 2027	\$980,000	\$0	\$0	\$980,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	PAED,PS&E, CON	●	●	Additional topographical survey mapping was completed.	Dec 2024	Dec 2026	Mar 2028	\$0	\$702,000	\$0	\$702,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	●	●	Have finalized punchlist items from the City and Caltrans and completed all construction related items including payments. Have also completed all grant closure items with California State Parks. The last remaining item required to fully close out the project is coordinating with Caltrans to close out the project's encroachment permit.	Apr 2014	Mar 2026	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$170,000	\$0
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	●	●	Have provided a project status update to City Council in January 2026. The council recommended to amend the existing MOU with Caltrain to finalize the design to be shovel ready and to seek additional funding to address the construction funding gap.	Dec 2020	Jul 2027	Jun 2026	\$1,130,000	\$0	\$1,130,000	\$0
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	●	●	Construction remains substantially complete. Flashing beacons and speed feedback signs were installed. Working on project closeout with remaining invoicing and payments for the flashing beacons and final items.	Dec 2022	Apr 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 selected Fehr & Peers to perform design services and currently finalizing the contract. Design is expected to commence in May 2026.	Dec 2024	Feb 2028	Sep 2028	\$1,387,370	\$0	\$0	\$1,387,370
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	CON	●	●	The design phase has been completed and have released the project for bid in January 2026. The bid closed in March 2026 and anticipate to award the contract in April 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	●	●	Have completed topography surveying and established trail boundaries. Have also performed public outreach to the general public, the City Advisory Committee, Bike/Ped Advisory Committee, and the Parks and Recreation Committee.	Dec 2024	Jun 2028	Mar 2029	\$0	\$900,000	\$0	\$900,000
Millbrae	Safe Route Intersection Improvements	PS&E, CON	●	●	Currently in the process of soliciting design proposals/fees and re-requesting proposals for professional services for intersection improvements.	Dec 2024	Dec 2027	Mar 2028	\$0	\$675,000	\$0	\$675,000
Pacifica	Oceana Bike Lane Project	Feasibility Study/Concept Design	N/A	N/A	A funding agreement with SMCTA has been routed for signatures.	Dec 2024	Sep 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	●	●	Construction has been completed. Final closeout is in progress.	Dec 2020	Jun 2025	Original: 11/2024 1st Ext: 5/2025 2nd Ext: 3/2026	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	●	●	Construction has been completed. Final closeout is in progress.	Dec 2020	May 2025	Original: 9/2024 1st Ext: 5/2025 2nd Ext: 3/2026	\$102,703	\$0	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	●	●	Worked on the encroachment permit revisions and addressing Catrans' comments. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Dec 2020	Sep 2026	Mar 2026	\$300,000	\$0	\$47,275	\$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	●	●	Design has been completed and working on project closeout. The amendment to the funding agreement with SMCTA has been routed for signatures.	Dec 2022	Sep 2026	Dec 2025	\$0	\$615,000	\$160,182	\$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	●	●	Continued to work on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Aug 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	●	●	Police Department Pedestrian Operations on Vision Zero streets were conducted in February and March 2026.	Dec 2022	Jun 2026	Original: 12/2025 Extension: 12/2026	\$0	\$100,000	\$4,709	\$95,291



Pedestrian & Bicycle Program
FY2026 Q3: January 1, 2026 - March 31, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	CON	●	●	Worked on addressing the revisions requested by Caltrans so they can issue the construction encroachment permit.	Dec 2024	Dec 2026	Mar 2027	\$1,116,000	\$0	\$0	\$1,116,000
Redwood City	Vera Avenue Permanent Bike Boulevard Project- Construction Phase	CON	●	●	Have selected a consultant and executed a contract. Construction to commence in April 2026.	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	●	●	Working on submitting the final report and final reimbursement claim to SMCTA.	Dec 2020	Oct 2025	Apr 2027	\$1,401,000	\$0	\$1,217,262	\$183,738
San Bruno	Huntington Ave Bikeway Phase II	CON	●	●	Continued to complete design submittal and finalize permits for construction. Construction is still expected to commence in 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	N/A	N/A	A funding agreement with SMCTA is in process.	Dec 2024	Dec 2025	Agreement in Process	\$0	\$2,000,000	\$0	\$2,000,000
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	●	●	Due to staff shortages, progress has not been made this quarter. Resources are expected to be added to start advancing the project.	Dec 2020	Dec 2026	Original: 12/2023 1st Ext: 12/2025 2nd Ext: 6/2027	\$153,000	\$0	\$0	\$153,000
San Mateo	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	PLAN, PAED, PS&E	●	●	The City has opted to procure a bench of available consultants through a broad on-call consultant services contract that includes transportation engineering services. The on-call services contract will be brought to City Council for approval in April 2026.	Dec 2024	Jun 2027	Dec 2026	\$351,648	\$0	\$0	\$351,648
South San Francisco	El Camino Real Corridor Study	PLAN	●	●	Have developed three concept alternatives based on community input received and technical studies. Developed a community engagement plan for the second round of engagement to receive input on the concept alternatives.	Dec 2022	Jul 2026	Original: 6/2025 Extension: 6/2026	\$0	\$100,000	\$4,392	\$95,608
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements	PS&E, CON	●	●	Have completed the final design and initiated the procurement phase. Construction documents were prepared for advertisement and coordinated with multiple concurrent projects to enhance project effectiveness, including incorporating improvements into planned paving project near Buri Buri school.	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 the final design and initiated the procurement phase. Construction documents were prepared for advertisement and coordinated with multiple concurrent projects to enhance project effectiveness, including planned drainage improvements on Chestnut at Miller and a new signal planned for Chestnut and Commercial.	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 the final design and initiated the procurement phase. Construction documents were prepared for advertisement and coordinated with concurrent projects to enhance project effectiveness, including refining prior paving work at Ponderosa to improve safety and reduce double parking.	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.												



ACR/TDM Program
FY2026 Q3: January 1, 2026 - March 31, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Burlingame	California Drive Congestion Management Video Detection Project	CON	●	●	Advertised the project for bids in February 2026. Have received six bids and will be awarding the lowest bidder. Will bring the award and resolution for City Council approval in April.	Aug 2022	Aug 2026	Original: 10/2025 Extension: 12/2026	\$0	\$144,200	\$0	\$144,200
Burlingame/ Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	●	●	Working on submitting the Final Report to SMCTA.	Aug 2022	Mar 2026	Original: 9/2025 Extension: 9/2026	\$0	\$400,000	\$370,873	\$29,127
Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	●	●	Worked on project closeout and anticipating to submit the Final Report to SMCTA in the next quarter.	Aug 2022	Mar 2026	Jun 2026	\$0	\$168,000	\$0	\$168,000
Daly City	Daly City Micromobility Pilot	PLAN	●	●	Have monitored the bikeshare usage and selected an outreach consultant.	Dec 2024	Jun 2027	Dec 2027	\$0	\$200,000	\$0	\$200,000
Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	●	●	Working on submitting the Final Report to SMCTA.	Aug 2022	Nov 2025	Original: 9/2025 Extension: 5/2026	\$0	\$200,000	\$200,000	\$0
Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	●	●	The program is operational with active participants and the program has transitioned to purchasing e-bikes as needed based on size needs and demand.	Aug 2022	Oct 2026	Nov 2027	\$0	\$200,000	\$66,471	\$133,529
Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	●	●	The project was completed December 2025. The Final Report and final reimbursement claim was submitted in January 2026.	Aug 2022	Dec 2025	Original: 8/2025 Extension: 6/2026	\$0	\$200,000	\$200,000	\$0
Brisbane	Bayshore-VWR Bus Stop Improvements	PS&E, CON	●	●	Continued the development of request for proposals for design. A retired former Director of Public Works with Brisbane is consulting part time to assist with the developement of the design and expedite the project.	Dec 2024	Aug 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	\$41,762	\$25,738
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. Since the agreement has now expired, will need to go into another funding agreement with the TA to be reimbursed for remaining funds.	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	●	●	Final locations for bicycle racks have been finalized, and the bike racks have been purchased and delivered.	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
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	PLAN	●	●	Have kicked off the project this quarter and began data collection and documenting existing conditions. Have also drafted the IRP route development and draft maps.	Dec 2024	Dec 2026	Jun 2027	\$200,000	\$0	\$200,000	\$200,000
C/CAG	Active Transportation Data Purchase	PLAN	●	●	Have reviewed and finalized the project scope. The Request for Proposals (RFP) has been postponed to be released in May 2026.	Dec 2024	Dec 2027	Mar 2027	\$253,000	\$0	\$0	\$253,000
Menlo Park	Transportation Big Data Subscription	PLAN	●	●	Continued to utilize the subscription data to support the proposed Slow Streets program. Continued to review data and apply to other projects in the City.	Dec 2024	Jun 2028	Dec 2029	\$80,325	\$0	\$76,811	\$3,514



ACR/TDM Program
FY2026 Q3: January 1, 2026 - March 31, 2026

Sponsor	Project Name	Funded Phase(s)	Schedule	Invoicing	Project Status	Award Date	Expected Completion	Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
South San Francisco	Incident Response Timing	PLAN			Progressing through the final development of the Incident Response Timing Plans, as well as final preparation of graphics for the updated Operations Manual and the Quick Start Guide. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Dec 2024	Jun 2026	Mar 2026	\$100,000	\$0	\$64,948	\$35,052
Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN			Continued work on the TDM Strategies Report, including revisions to the goals and strategies document. The consultant prepared the Implementation Guide for review and comment by City staff.	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			Continued to conduct outreach to sign up additional low-income participants to the Caltrain transit pass donation program and Peninsula Volunteers Inc. (PVI) for subsidized senior trips. Have also published and collected data for the commute survey. Results are being analyzed and a report will be issued in the next quarter.	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.												



CALTRAIN GRADE SEPARATION PROJECTS PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



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

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	43	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	45	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	47	●	●	●	●	●	●



Project ID: 000812

San Mateo Replacement Parking Track (25TH AVE GS) Project

Reporting Phase(s): Closeout (Activity 18)

Future Funded Phases: None

Sponsors: City of San Mateo

Implementing Agency: Caltrain

SMCTA Role: Funding Agency

Phase Overview: The project is in the close-out phase (Activity 18)

Percent Complete:

99%

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

PROJECT DESCRIPTION:

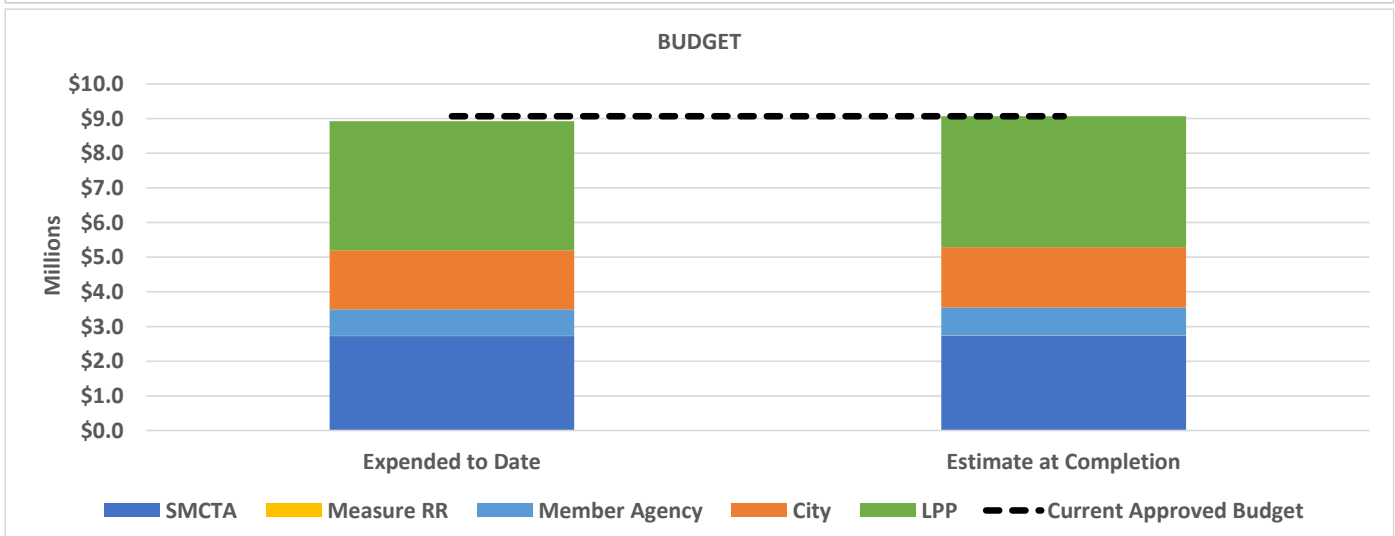
The project involves the design and construction of an approximately 1,000 ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave Grade Separation Project.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

Coordinating with Caltrain accounting team for close out activities and confirming that the final reimbursement claim is paid. The MOU expired at the end of February and no extension will be required. This 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. Executed the MOU with the City.
2. Completed the closeout of the project.
3. Submitted final reimbursement claim to the TA.

FUTURE ACTIVITIES:

1. 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 ID: 000813

Broadway Burlingame Grade Separation Project

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

Future Funded Phases: None

Sponsors: City of Burlingame

Implementing Agency: Caltrain

SMCTA Role: Funding Agency

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

Percent Complete:

20%

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

PROJECT DESCRIPTION:

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

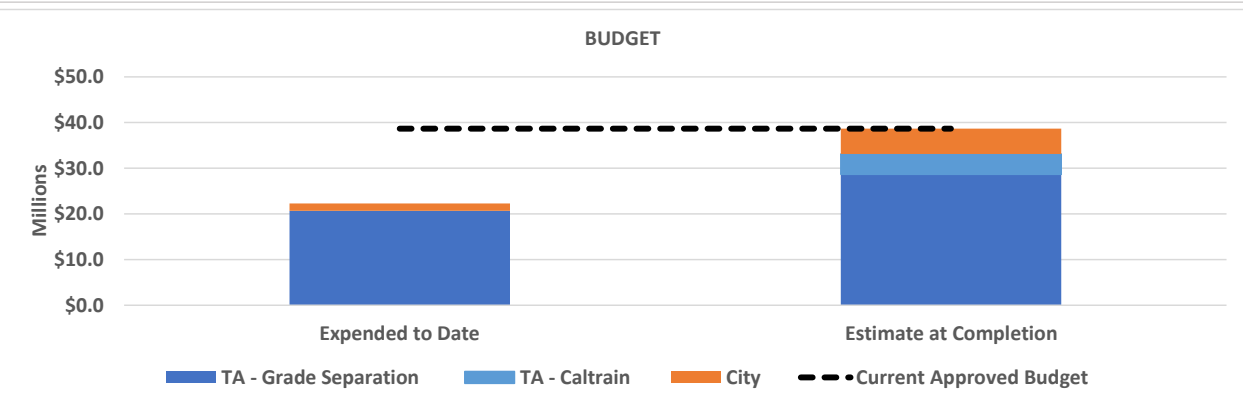
For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

STATUS SUMMARY:

In May 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.

Currently, the project is in redesign to 65% with the aim to reduce the project construction cost.



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:

- Weekly design coordination meeting held with the Design Team and Contractor.
- Updated the overall project schedule, ensuring alignment with key milestones and deliverables. Interim design package completed.
- Executed contract amendments for both the CMGC and the designer to incorporate scope adjustments, schedule changes, and updated project requirements.
- Continued 65% Design Development:
 - Track, OCS, Roadway, Structures, Utilities, Hydraulics/Drainage
 - Urban design and landscaping
 - Fiber relocation - TPFOC and JPBFO
 - Sanchez Creek hydraulics and grading
 - Geotechnical analysis for DSM and deep foundations
 - Updating Basis of Design (BOD)
 - Completed geotechnical investigation
 - Retaining wall alternatives - sheet pile & wire wall scenarios
 - Broadway closure staging and strategy evaluation and presentation to JPB and City
 - OCS layout and strategies for operations and construction

FUTURE ACTIVITIES:

- Conduct geotechnical field investigation.
- Review and coordinate environmental studies.
- Coordinate with Caltrain Safety and Operations units.
- 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:

- Estimated project cost far exceeds available funding; project team launching funding strategy effort.
- 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 ID: 000814
South Linden Avenue and Scott Street Grade Separation Project

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

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

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

PROJECT DESCRIPTION:

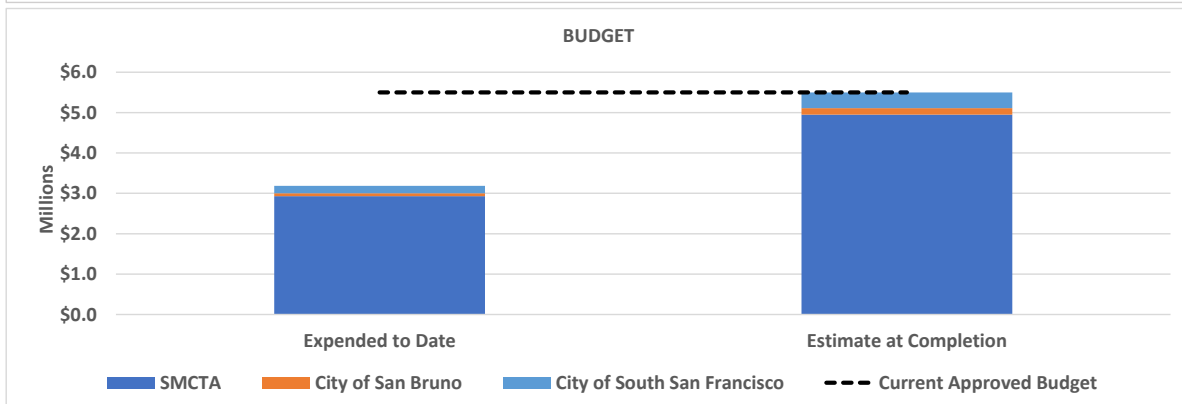
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other.

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

STATUS SUMMARY:

The project began its preliminary design phase in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. Following an extensive evaluation process, a new, more cost-effective alternative was selected, prompting a realignment of the project's scope, schedule, and budget. Design development for this adopted alternative has now commenced and is targeted for completion by late 2026. 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. Prepared preliminary design refinements and presented to Caltrain and other stakeholders.
2. Advanced the Preliminary Design Variance Memorandum (DVM) and Preliminary Basis for Design (BOD) to further define design issues .
3. Prepared for records request from PG&E (utility relocations), engaging design subconsultants, and managing technical working groups technical issues and meetings.
4. Provide input for technical risk workshop.

Caltrain:

1. Prepared records request for PG&E related to Franchise Rights in SSF.
2. Held monthly meeting with stakeholders to review project schedule, budget, risks and action items.
3. Coordinated with cities and the SMCTA in finalizing MOU.
4. Prepared contract amendment for RSE.
5. Prepared material for technical risk workshop.

FUTURE ACTIVITIES:

The design consultant:

1. Continue design refinements and progress 35% design.
2. Progress Preliminary DVM and Preliminary BOD.
3. Support PG&E utility engagement.
4. Subconsultant (TYLin) beginning structural design efforts for 35%, manage technical working group meetings to address current design efforts and decisions.
5. Manage engineering efforts and coordination with Caltrain.
6. Participate in technical risk workshop.

Caltrain:

1. Coordinate and investigate Franchise Rights with PG&E in SSF.
2. Continue monthly meeting with stakeholders to review project schedule, budget, risks and action items.
3. Finalize MOU amendment request with Cities and SMCTA.
4. Prepare documents for Alternative Delivery workshop.
- 5 Prepare and advance contract amendment for RSE, to be executed after execution of MOU amendment.
6. Update risk assessment specific to design related efforts.

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