

SMCTA

CAPITAL PROJECTS

Quarterly Status Report

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



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

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

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

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



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HIGHWAY PROGRAM PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



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

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

Project ID: 000622

US 101/Willow Interchange Project

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

Future Funded Phases: Landscaping CON (Activity 16)

Sponsors: City of Menlo Park

Implementing Agency: City of Menlo Park

SMCTA Role: Funding Agency

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

Percent Complete: 50%

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

PROJECT DESCRIPTION:

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

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

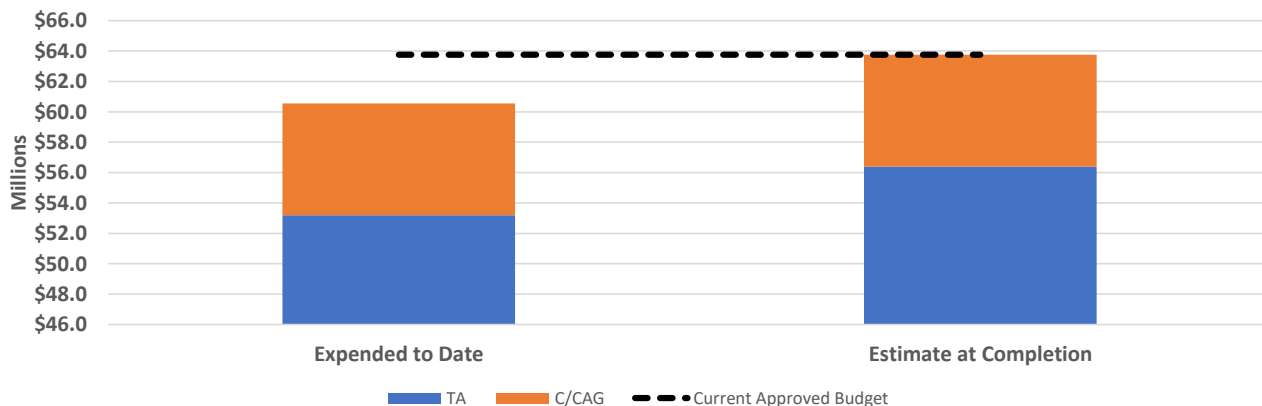
STATUS SUMMARY:

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

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

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

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 000768

US 101/Woodside Road (SR 84) Interchange Project

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

Future Funded Phases: Construction (Activity 16)

Sponsors: City of Redwood City

Implementing Agency: City of Redwood City

SMCTA Role: Funding Agency

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

Percent Complete: 85%

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

PROJECT DESCRIPTION:

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

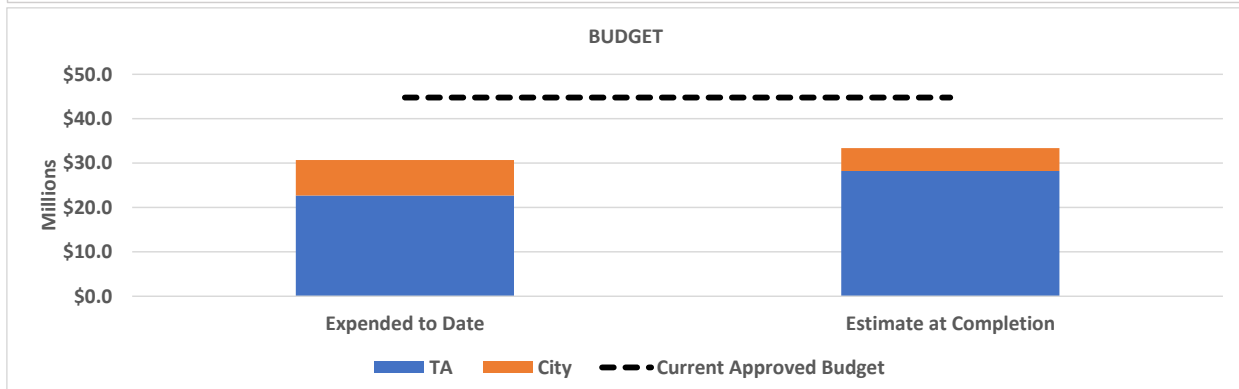
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide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

STATUS SUMMARY:

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

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion	Description
Cooperative Agreement No. 04-	10/11/17	N/A	N/A	Redwood City is sponsor and implementing agency for PS&E,
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

STATUS SUMMARY:

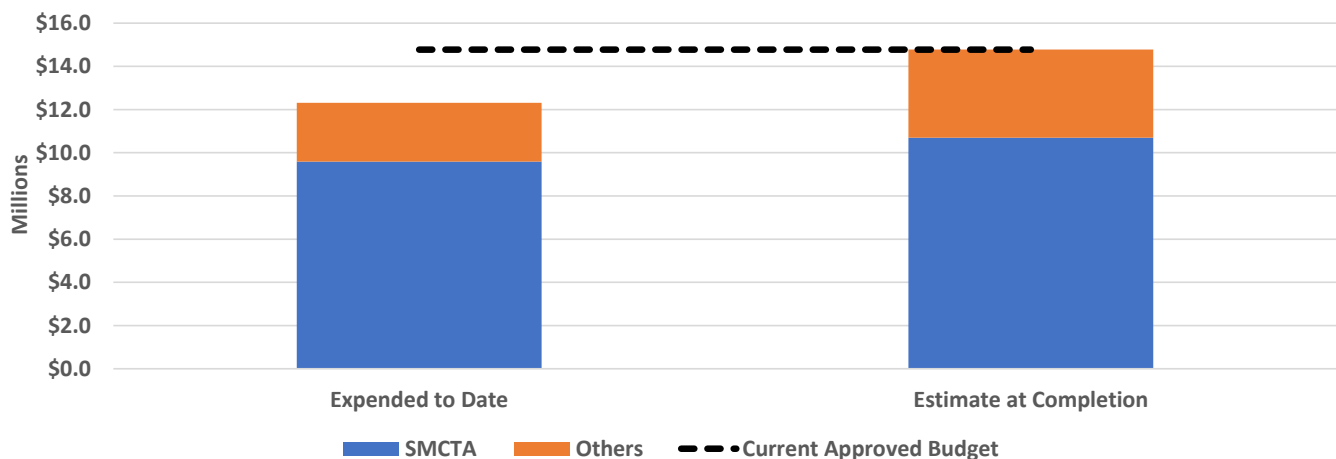
Construction activities began in July 2023. The construction contractor completed construction activities and a ribbon cutting event was held on November 22, 2025.

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

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

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

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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



Project ID: 000803

Utah Avenue Overcrossing Project

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

Future Funded Phases: None

Sponsors: City of South San Francisco

Implementing Agency: City of South San Francisco

SMCTA Role: Funding Agency

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

Percent Complete: 75%

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

PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

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

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

1. Four-Way Intersection Improvement Project:

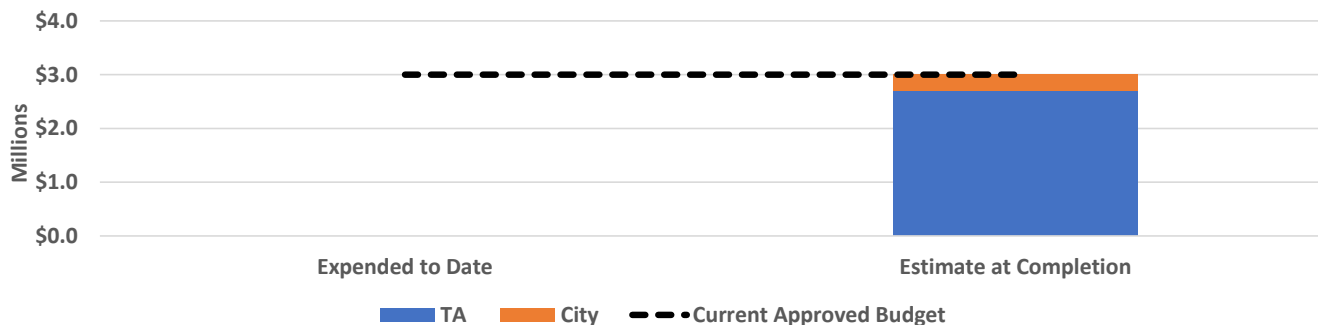
Airport Boulevard/Produce Avenue/San Mateo Avenue

2. US 101 Overpass:

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

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

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 000823

Highway 1 Safety And Operational Improvements Project

Reporting Phase(s): Construction (Activity 16)

Future Funded Phases: None

Sponsors: City of Half Moon Bay

Implementing Agency: City of Half Moon Bay

SMCTA Role: Funding Agency

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

Percent Complete: 30%

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

PROJECT DESCRIPTION:

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

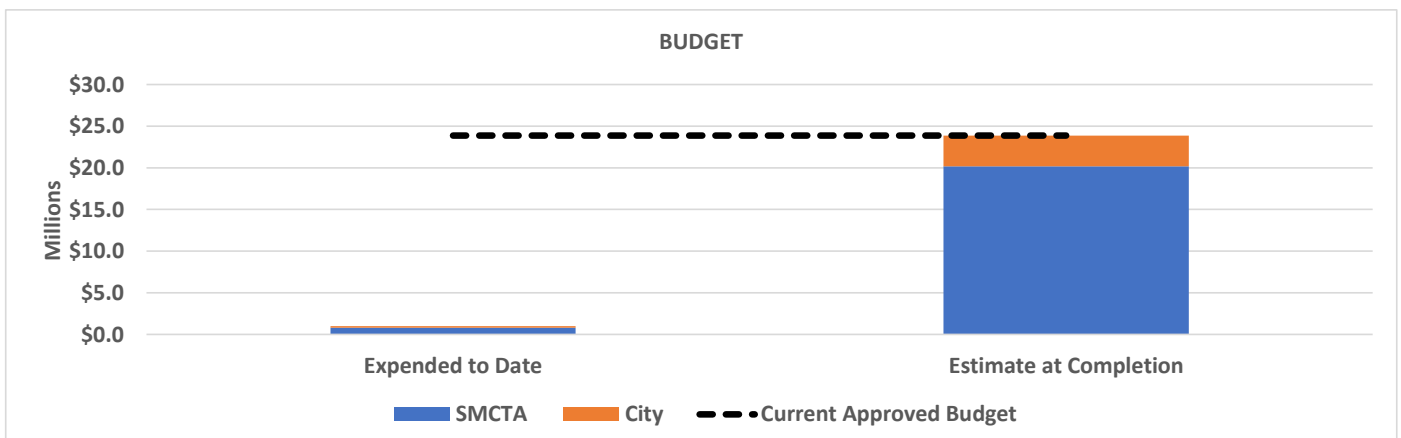
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide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

STATUS SUMMARY:

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

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 100302

US 101 Managed Lanes North of I-380 Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: PS&E (Activity 13)

Sponsors: C/CAG, SMCTA, Caltrans

Implementing Agency: SMCTA

SMCTA Role: Funding and Implementing Agency

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

Percent Complete: 84%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

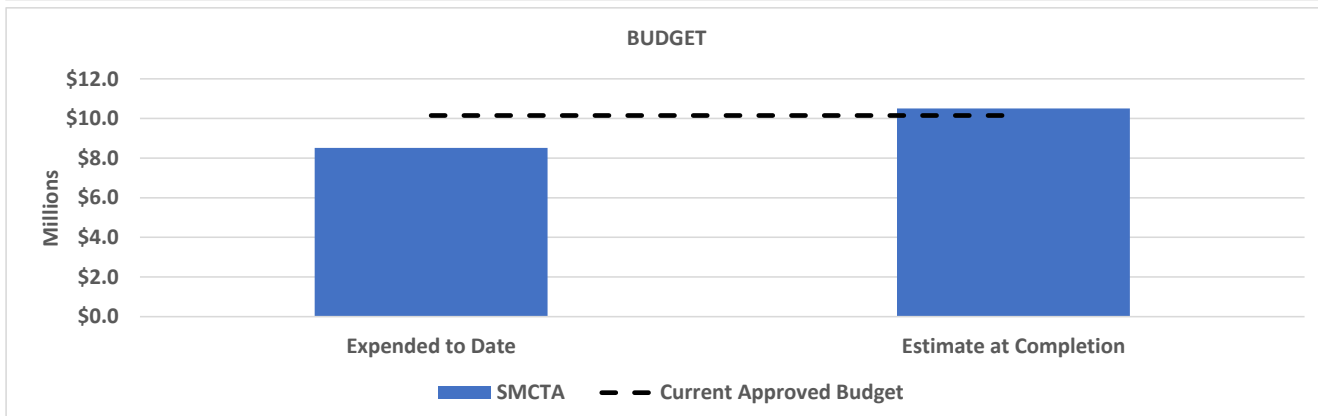
The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380)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

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 100318

US 101/SR 92 Interchange Area Improvements Project

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

Future Funded Phases: None

Sponsors: C/CAG, SMCTA

Implementing Agency: Caltrans

SMCTA Role: Funding Agency

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

Percent Complete: 57%

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

PROJECT DESCRIPTION:

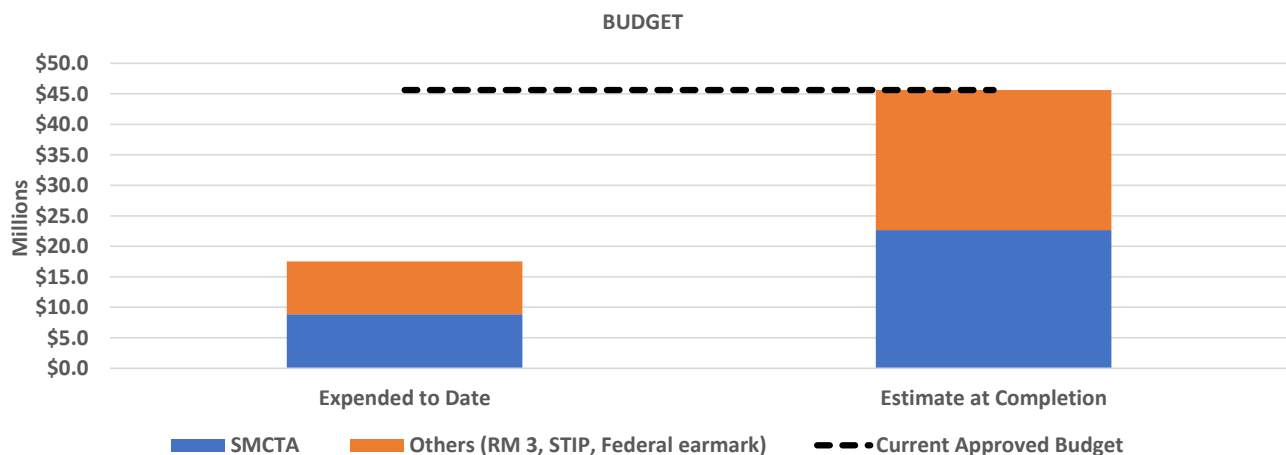
The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector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

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

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

PROJECT DESCRIPTION:

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

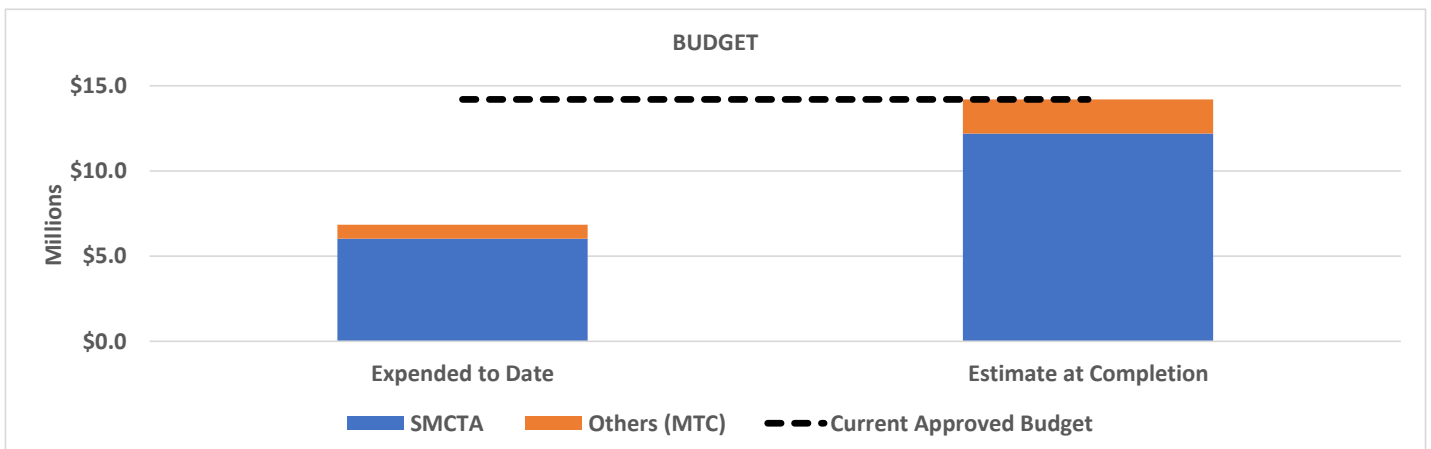
The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:

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

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

Project ID: 100664

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

Reporting Phase(s): PAED (Activity 12)

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

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

Implementing Agency: Town of Colma

SMCTA Role: Funding Agency

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

Percent Complete:

94%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

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

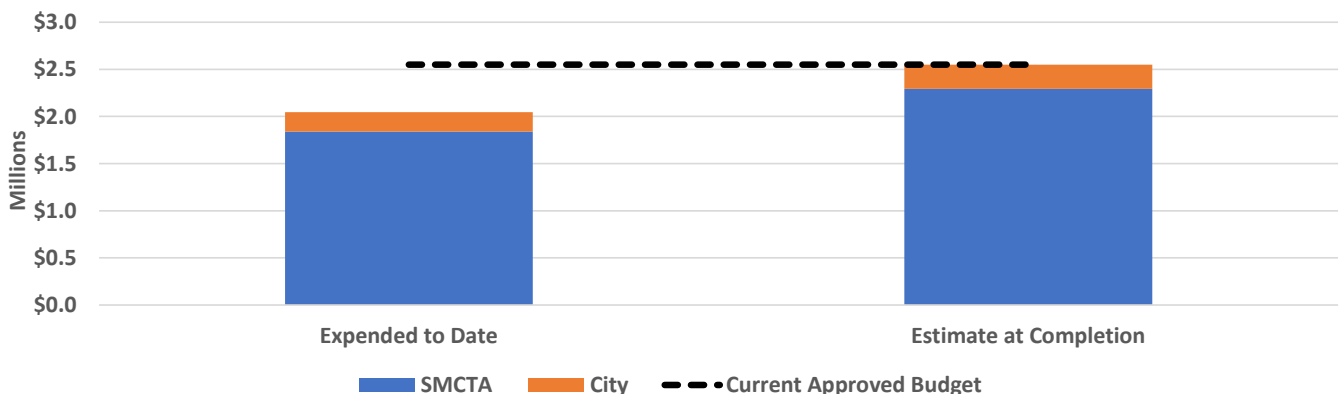
The project is nearing the end of the Project Approval and Environmental Document (PA&ED) phase and once Caltrans finalizes approval of the preferred alternative, final design will commence in summer 2026.

STATUS SUMMARY:

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

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

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

Project ID: 100321

Hwy 1/Manor Dr Overcrossing Improvements Project

Reporting Phase(s): PAED (Activity 12)

Future Funded Phases: None

Sponsors: City of Pacifica

Implementing Agency: City of Pacifica

SMCTA Role: Funding Agency

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

Percent Complete:

90%

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

PROJECT DESCRIPTION:

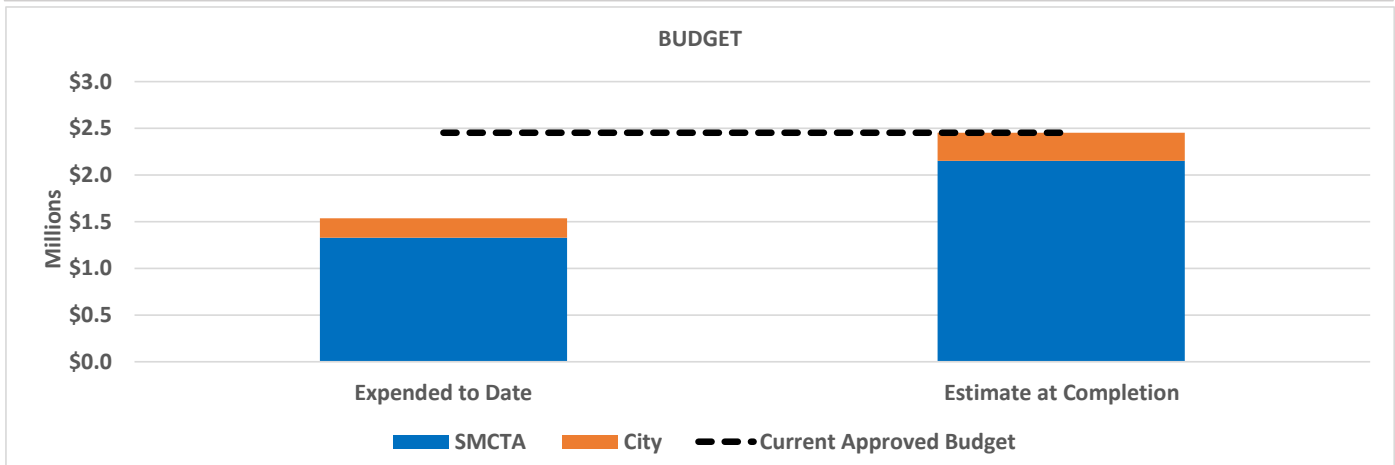
The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach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

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

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

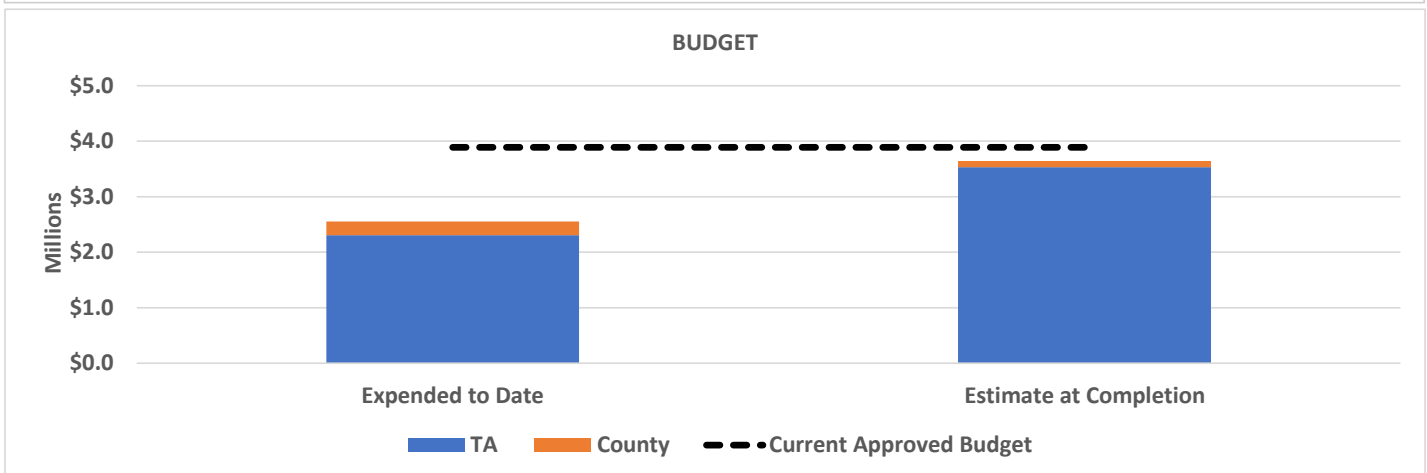
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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



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

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

Notes:

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



FERRY PROGRAM PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



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

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

Project ID: 100653 City of South San Francisco Ferry Terminal Project Reporting Phase(s): PE/EV (Activity 12) Future Funded Phases: None Sponsor: City of South San Francisco SMCTA Role: Funding Agency Phase Overview: Preliminary Engineering & Environmental Clearance (PE/ENV)	Percent Complete:		70%
	STATUS OVERVIEW	Previous Quarter	Current Quarter
	Schedule	●	●
	Budget	●	●
	Funding	●	●
	Invoicing	●	●

PROJECT DESCRIPTION:

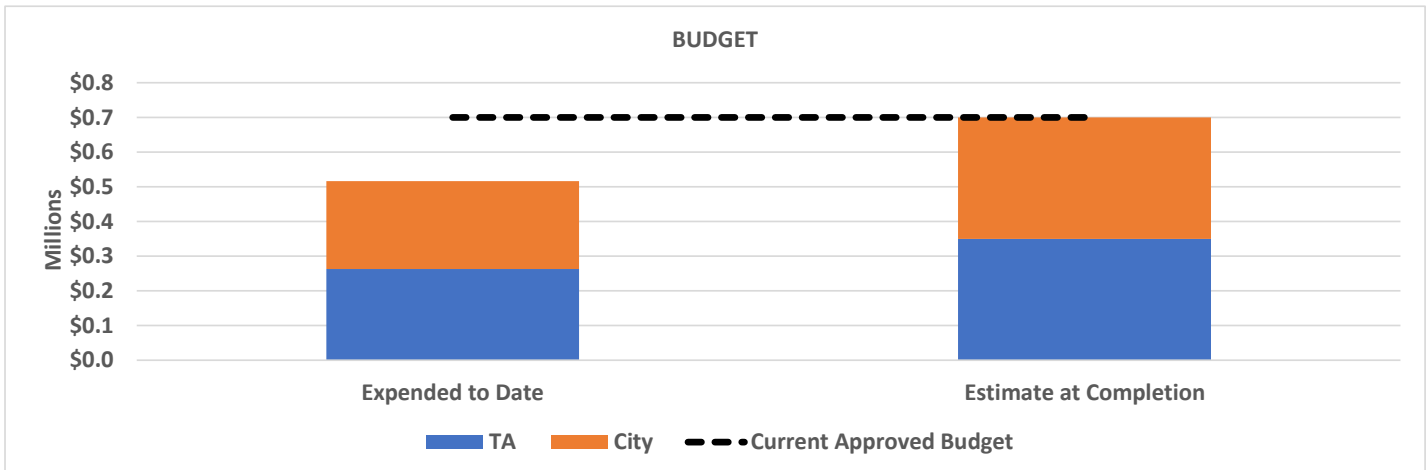
Preparation of Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation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

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

1. Continue working on Environmental Clearance documents.

KEY ISSUES:

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

AGREEMENT HISTORY:

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



Project ID: 100735

Redwood City Ferry Project

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

Future Funded Phases: None

Sponsor: Port of Redwood City

SMCTA Role: Funding Agency

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

Percent Complete:

77%

STATUS OVERVIEW	Previous Quarter	Current Quarter
Schedule		
Budget		
Funding		
Invoicing		

PROJECT DESCRIPTION:

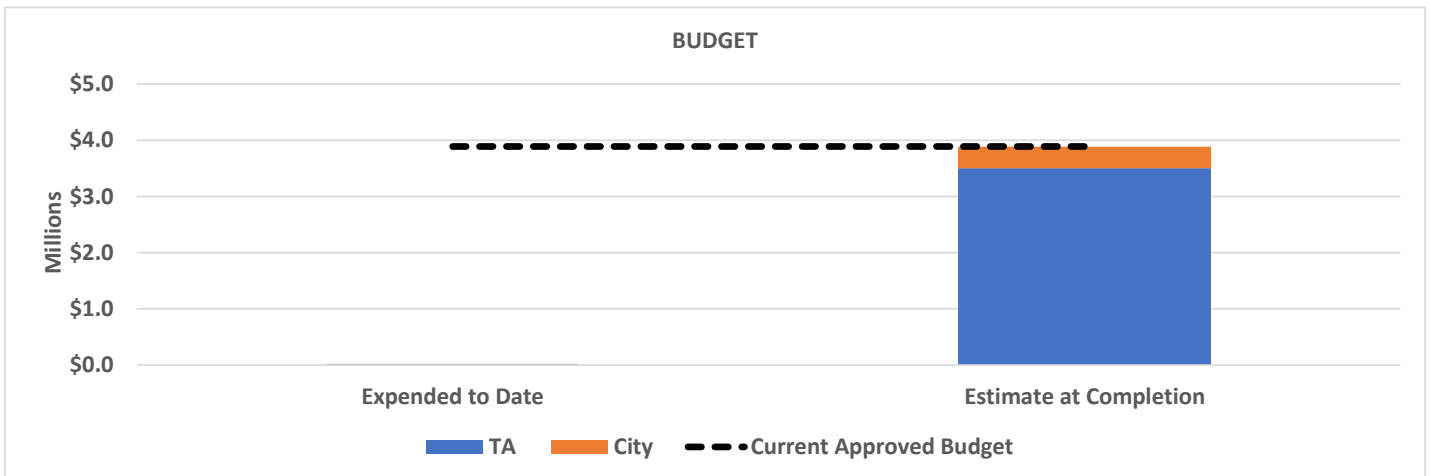
The Redwood City Ferry Project seeks to create a mid-peninsula transit hub at the Port of Redwood City (Port) with San Francisco and Oakland as origin and destination points. The Port will solicit for professional consulting services to: 1) complete environmental reviews; and 2) prepare preliminary design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

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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



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

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



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

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



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

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



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

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



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

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



CALTRAIN GRADE SEPARATION PROJECTS PERFORMANCE STATUS DEFINITIONS

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

Notes:

- 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
000813	Grade Separation - Broadway (Burlingame)	41	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	43	●	●	●	●	●	●

Project ID: 000813

Broadway Burlingame Grade Separation Project

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

Future Funded Phases: None

Sponsors: City of Burlingame

Implementing Agency: Caltrain

SMCTA Role: Funding Agency

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

Percent Complete: 20%

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

PROJECT DESCRIPTION:

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

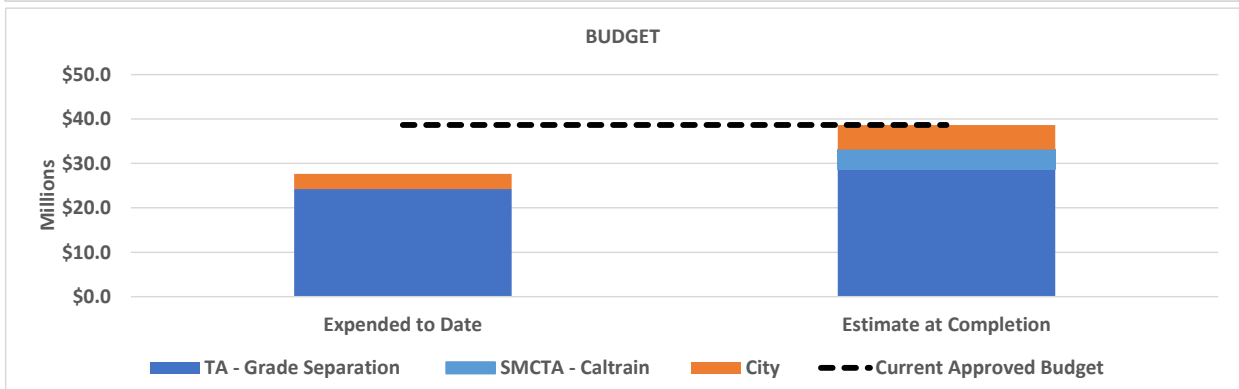
For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

STATUS SUMMARY:

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

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

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



CURRENT PHASE BUDGET:

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

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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

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

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

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

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

PROJECT DESCRIPTION:

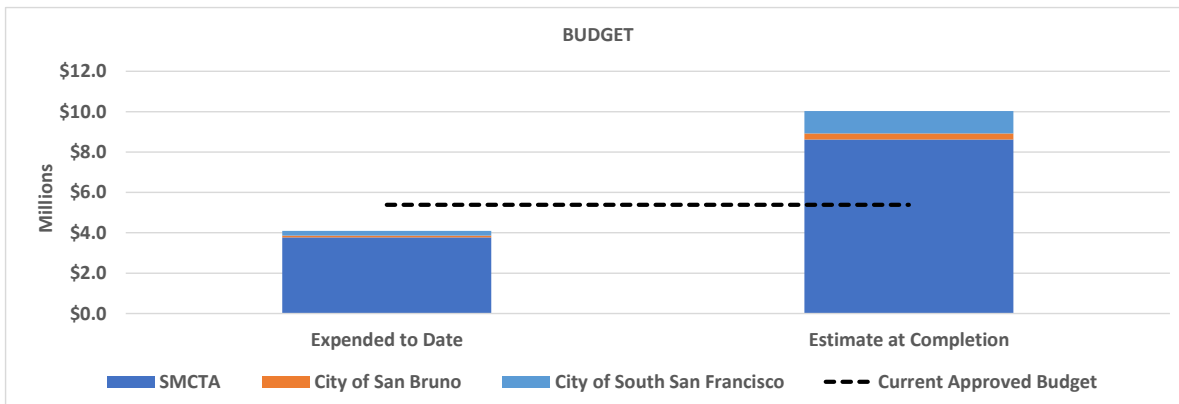
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San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

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

STATUS SUMMARY:

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

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

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

FUTURE ACTIVITIES:

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

KEY ISSUES:

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

AGREEMENT HISTORY:

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