



CAPITAL PROJECTS Quarterly Status Report

FY2025 Q1: July 1, 2024 - September 30, 2024



Top-Left: US 101/Oyster Point Interchange

Top-Right: Ralston Ave Pedestrian Overcrossing over US 101

Bottom-Left: Active 101 Public Outreach – Dia De Los Muertos Event in San Mateo on October 12, 2024

Bottom-Right: Mid County Multimodal Strategy – Belmont Water Dog Run event on October 12, 2024



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HIGHWAY PROGRAM SUMMARY TABLE

FY 2025 Q1 - Quarterly Status Report - July 1, 2024 - September 30, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	5	●	●	●	●	●	●
000622	US 101/Willow Interchange	7	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	9	●	●	●	●	●	●
000791	US 101/Express Lanes	11	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	14	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	16	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	18	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	20	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	22	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	24	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	26	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	28	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	30	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	32	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	34	●	●	●	●	●	●



**HIGHWAY PROJECTS -
PERFORMANCE STATUS DEFINITIONS**

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

Notes:

(1) If more than one event is triggered, the worst performing light will be shown.

(2) Status color is based on the pending milestones (completed milestones are not considered).

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

Sponsor: City of Burlingame
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: Landscaping Construction and ROW Close-Out (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Right of Way (ROW) close-out for 101/Broadway Interchange and Construction phase for the interchange landscaping.

STATUS OVERVIEW:

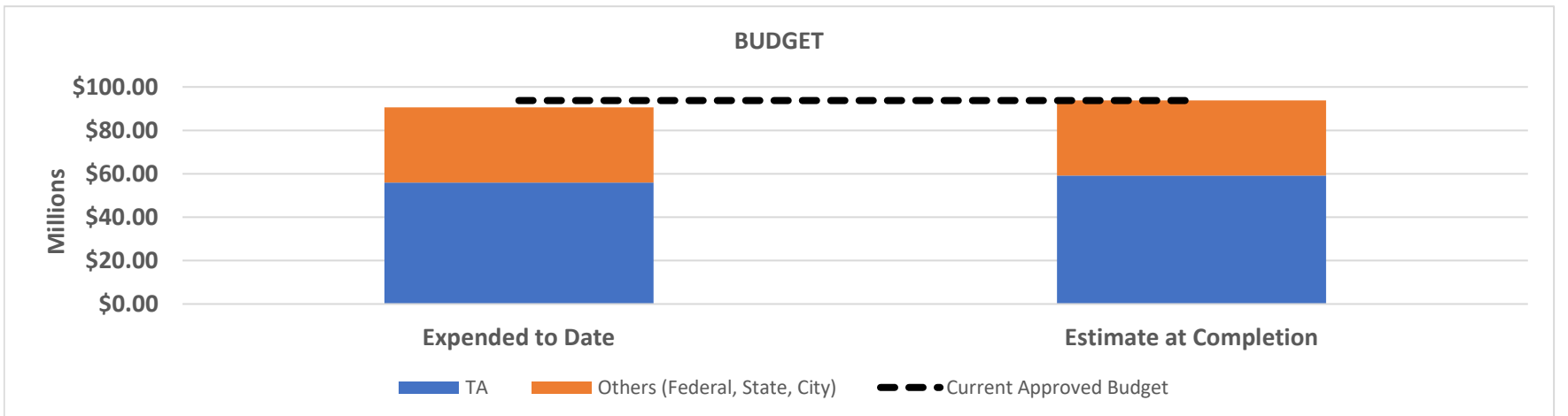
Percent Complete:		55%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

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

STATUS SUMMARY:
 While construction of the US 101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW close-out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, TA staff re-started work for the completion of the ROW close-out and the final design of the landscaping. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The Caltrans encroachment permit for construction was obtained on May 29, 2024.

TA staff issued the Notice to Proceed for construction management services to HDR, the Notice to Proceed for Design Support During Construction to AECOM has also been completed, and the Board will consider award of the construction contract in December 2024. Active construction is expected to begin in March 2025.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$59,187,000	\$ 56,011,753	\$3,175,247	95%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$34,551,000	\$0	100%	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,562,753	\$3,175,247	97%	\$93,738,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/06/19	06/30/20	05/01/25	10/31/28	03/04/25	10/31/28

PROGRESS THIS QUARTER:

1. Completed the WDPR for a Resident Engineer (RE).
2. Completed Work Directive (WD) for Design Support During Construction.
3. Finalized and advertised the Invitation for Bids (IFB). Held pre-bid meeting. Responded to bidder questions. Prepared an addendum to the IFB document.
4. Evaluated construction bids.
5. Prepared for contract award.
6. Negotiated work directive for resident engineer with HDR.
7. Awaiting final comments from Caltrans on right-of-way record maps.

FUTURE ACTIVITIES:

1. Onboard resident engineer.
2. Award construction contract and prepare for the preconstruction meeting.
3. Finalize right-of-way record maps with Caltrans.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

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

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

STATUS OVERVIEW:

Percent Complete:		41%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

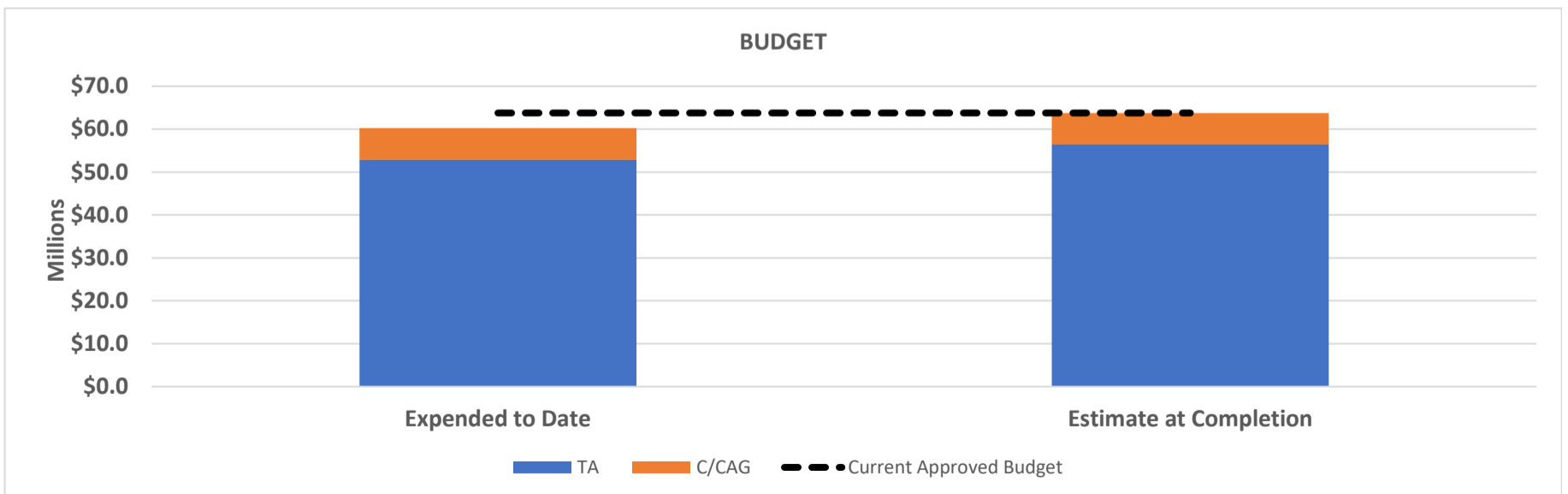
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

Construction of the interchange improvements was completed in 2019, and the highway landscaping was subsequently put on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping, including gathering community and stakeholder feedback. The City, TA, and Caltrans have an agreement to finalize the design and construct the project landscaping. The TA will serve as the implementing agency for landscaping construction. The associated Caltrans cooperative agreement was signed in September 2023. The project is in final design of the interchange landscaping. Once the design is approved, the next step is for the project team to work on the encroachment permit. The TA will be responsible for advertising, awarding and administering (AAA) the construction contract.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Working on 90% comments submitted by Caltrans.

FUTURE ACTIVITIES:

1. Caltrans to review and approve PS&E.
2. Finalize PS&E and apply for encroachment permit.
3. Caltrans to review and issue encroachment permit.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

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

Project ID: 000768

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

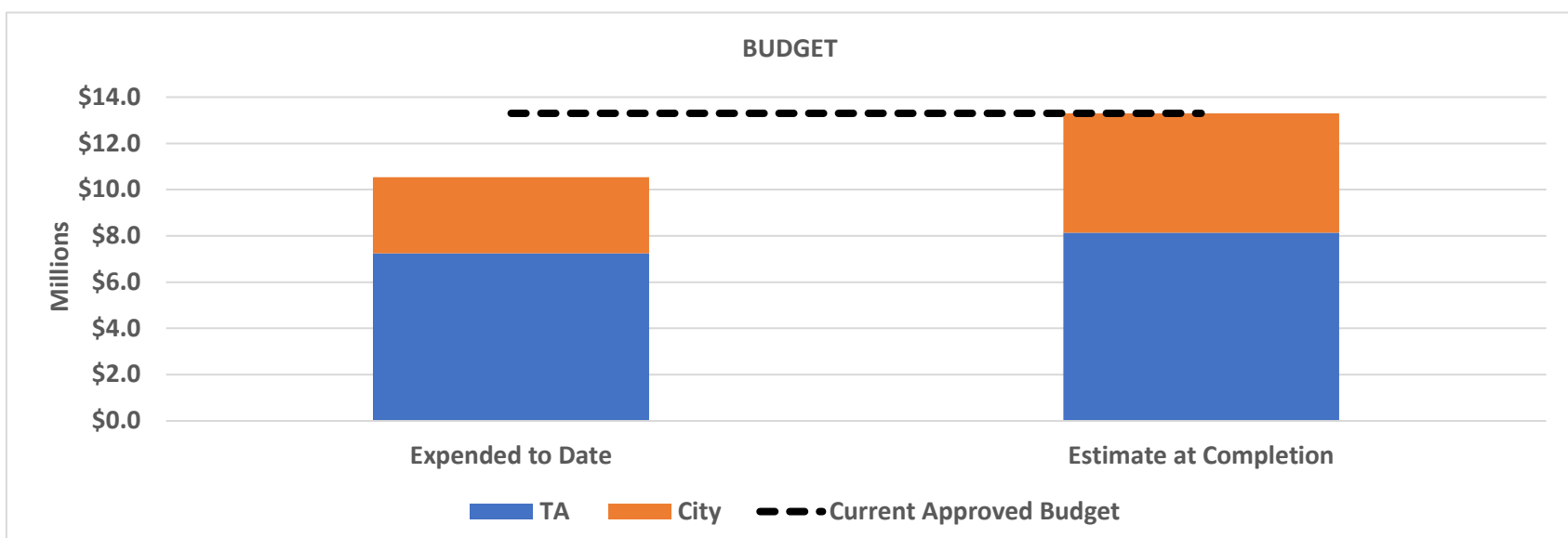
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road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

The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The 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:

Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and Right-of-Way support phase. The City paused design activities at the completion of the 95% design task while securing funding for the construction phase. The City completed its review of ROW acquisition requirements in February 2023, and the City Council accepted and approved the process and commencement of the ROW acquisition and has restarted final design. The updated project cost estimate is \$370M, which is an increase of \$62M. The cost is escalated to the middle of 2028 and includes revised engineering and management costs, added landscape contract and scope added since 2020 to address new regulatory requirements.

The focus of this period was to continue federal delegation advocacy efforts for grant applications, to continue stakeholder engagement (which included award of RM3 funds from MTC), to update the Risk Register and Cost Estimate, to continue development of the baseline summary project schedule, and to continue oversight of PS&E and R/W support work by AECOM and AR/WS.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,140,000	\$7,252,984	\$887,016	89%	\$8,140,000	\$0
City	\$5,160,000	\$3,284,003	\$1,875,997	64%	\$5,160,000	\$0
Total Project	\$13,300,000	\$10,536,987	\$2,763,013	79%	\$13,300,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (95%)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	03/31/25
PS&E (100%)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	12/31/25
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	12/31/25

PROGRESS THIS QUARTER:

1. Caltrans updated its stormwater treatment requirements which increased the required acreage the Project must treat. AECOM is working to refine the number of acres and exploring additional opportunities for on-site treatment.
2. The project was unsuccessful with SS4A and RAISE grants but the project team held debriefs with both programs to improve competitiveness in future cycles.
3. The project team initiated preparations for state funding applications in partnership with Caltrans for the Trade Corridor Enhancement Program (TCEP) and in partnership with SMCTA for the Local Partnership Program (LPP).
4. The Project has been accepted into Caltrans' Site Safety Audit pilot program, with an audit anticipated in the fall of 2024.
5. AECOM finalized the draft UPRR diagnostic and site visit minutes.
6. Reevaluated project costs to develop updated Project Cost Estimate to account for inflation and additional project scope per Caltrans requirements.
7. Conducted multiple meetings to determine the most relevant data from the TOAR to use in TCEP applications that will best capture the benefits to the Port.
8. Worked with federal lobbyist to have the Peninsula federal delegation advocate for federal grants.
9. AR/WS updated the appraisal maps, and the project team facilitated Caltrans review of offer documents, and coordinated revisions to Certificate of Sufficiency and Caltrans review.

FUTURE ACTIVITIES:

1. Work on state grant applications.
2. Meet with utility providers as needed.
3. Update structural calculations to conform to new standards.
4. Finalize minutes from UPRR diagnostic site visit.
5. Update technical studies requiring amendments to meet current standards.
6. Secure property access for Haz Mat testing.
7. Reach agreement with the County regarding the Veterans parcel.
8. Send out ROW offers in early October.

KEY ISSUES:

1. UPRR approval is on the critical path, it is essential to come to an agreement with UPRR on the design of the at-grade crossings and 101 ramp structures. The City is actively engaging UPRR to advance their review and approval.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Agreement establishes Redwood City as sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
FA - City/TA	08/01/17	12/31/20	09/30/20	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	12/06/19	06/30/21	12/31/20	Schedule extension due to Project Management changes
Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Amendment 4	05/17/24	06/30/26	12/31/25	Schedule extension and funds added by Sponsor

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

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

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

STATUS OVERVIEW:

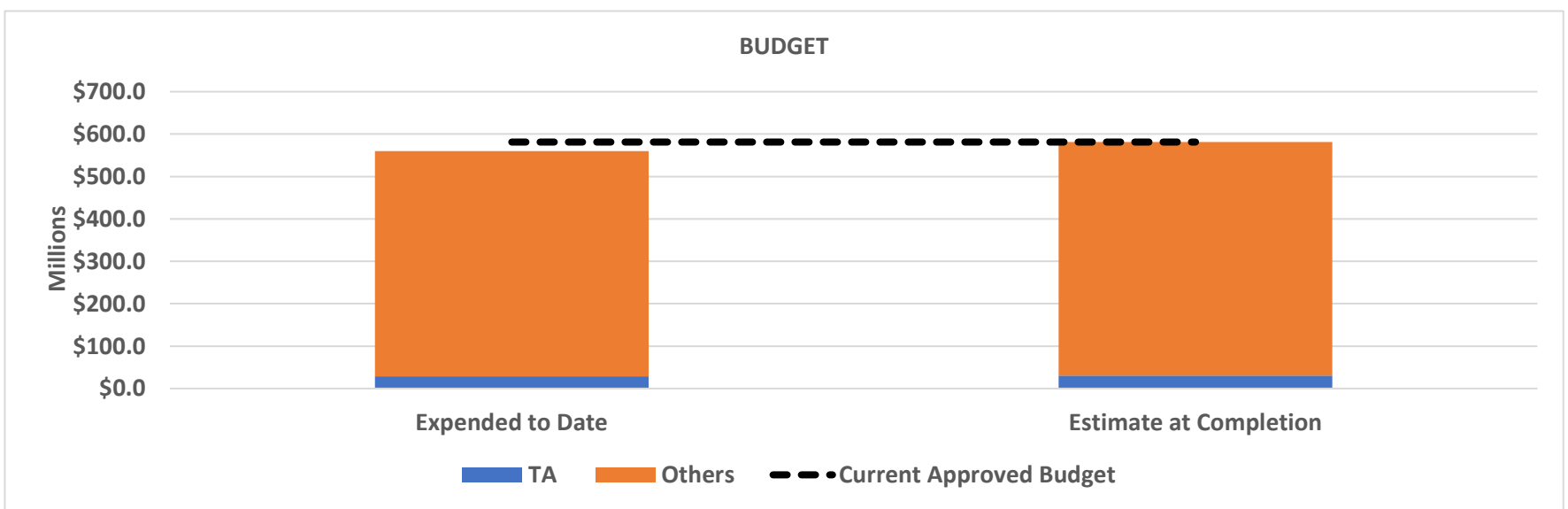
Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,974,742	\$1,525,258	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,424,320	\$12,575,680	\$95,000,000	\$0	87%
Loan/Future Toll	\$86,500,000	\$86,500,000	\$0	\$86,500,000	\$0	100%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$300,640,851	\$6,029,149	\$306,670,000	\$0	98%
Private	\$53,000,000	\$51,550,395	\$1,449,605	\$53,000,000	\$0	97%
Total Project	\$581,170,000	\$559,590,308	\$21,579,692	\$581,170,000	\$0	96%

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continued finalization of as-builts for the construction of the northern and southern segments. Toll system as-builts finalized and submitted to Caltrans.

Project Landscaping:

1. Roadside clearing and installation of irrigation supply lines, valves, sprinkler assemblies, and irrigation controllers at Embarcadero, Oregon Expressway, Whipple, University, Marsh, Rolison/2nd St, Ralston, Oxford Ct, Pebblewood Way, Hillsdale, Kehoe, and 92/101 interchange areas and they are ready for their water meter connections.

FUTURE ACTIVITIES:

1. Continue as-built drawings.

Project Landscaping:

1. Roadside clearing and irrigation installation at 3rd, irrigation mainline pressure test at various locations, installation of irrigation electrical service starting south to north, and fence installation in progress. Stormwater erosion control measures installation in preparation for the start of the wet season through the project limit.

KEY ISSUES:

City of East Palo Alto's US 101/University Ave Interchange Improvements may require rework of recently installed landscaping and irrigation where areas overlap.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement - Facebook/TA	03/20/19	03/19/22	03/19/22	Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18
Cooperative Agreement 04-2733 - Caltrans/CCAG/TA	06/06/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the South Segment
Cooperative Agreement 15777303.4 - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
Cooperative Agreement 04-2726 - Caltrans/CCAG/TA	11/12/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the North Segment
Funding Agreement - BAIFA/TA	11/20/19	N/A	N/A	Establishes BAIFA as a funding partner for Civil Project expenses
Cooperative Agreement 04-2767 - Caltrans/CCAG/TA	07/16/20	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work
Cooperative Agreement 04-2767 - Amendment 1	07/16/20	N/A	N/A	Adjustment of Construction Support and Construction Capital funding
Cooperative Agreement 04-2726 Amendment 1	11/02/21	N/A	N/A	Adjustment of Construction Support and ROW Support funding
Cooperative Agreement 15777303.4 Amendment 2	01/31/23	N/A	N/A	Adjustment of funding commitments for the toll system
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping

PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

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

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

STATUS OVERVIEW:

Percent Complete:		51%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

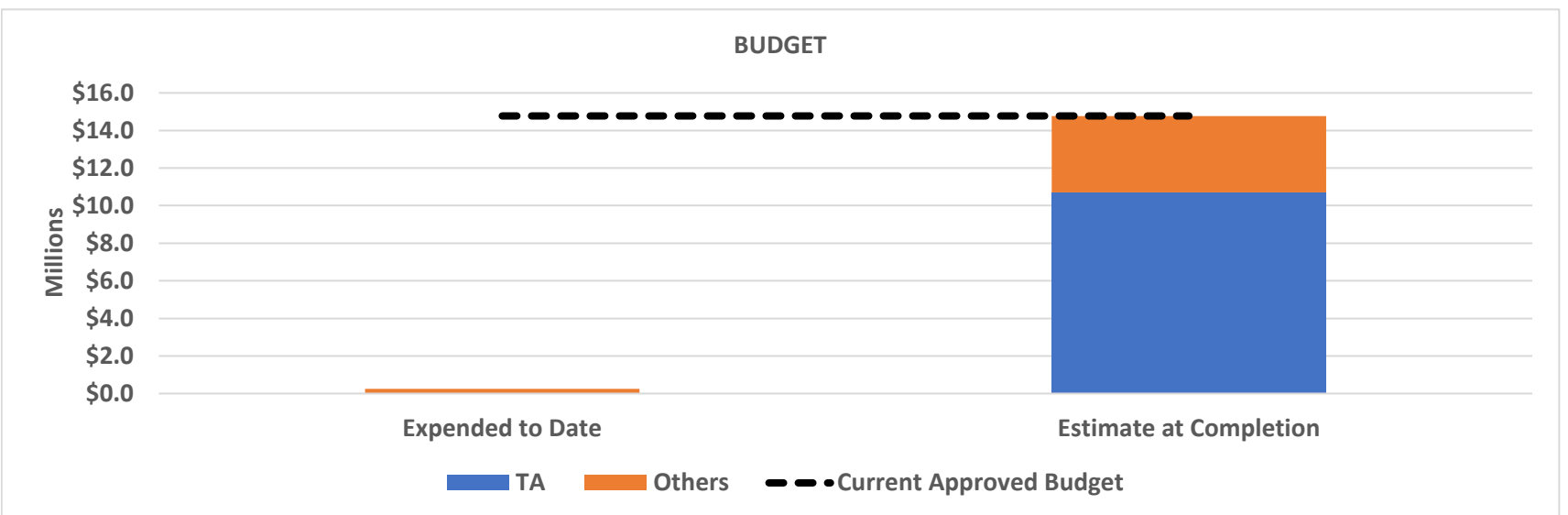
PROJECT DESCRIPTION:

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

The project will relieve an interchange bottleneck at University Avenue and US 101. The project will also reduce intersection delay along University Avenue at both Donohoe Street and Woodland Avenue. The southbound ramp improvements will reduce queue lengths in both the AM and PM peak periods. Bicycle and pedestrian safety will be improved with a dedicated overcrossing that will eliminate bicycle and vehicle weaving conflicts on University Avenue. Combined, these improvements will create separated, comfortable facilities for people walking and biking to access nearby schools, business centers, retail areas, and transit stops.

STATUS SUMMARY:

Construction activities began in July 2023. The construction contractor completed the bridge columns, soffit and stem concrete placement, and deck formwork. Intersection improvements are underway for: University Avenue & Donohoe Street and University Avenue & Woodland Avenue. These improvements will include rapid flashing beacons at enhanced crosswalks and a landscape-buffered Class I bikeway to ensure seamless connectivity to the new overcrossing.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,700,000	\$0	\$10,700,000	0%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$245,272	\$525,728	32%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	0%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$14,773,200	\$245,272	\$14,527,928	2%	\$14,773,200	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Completed drilled shafts and bridge columns.
2. Completed bridge soffit and stem concrete placement, bridge deck formwork and reinforcing.
3. Implemented staged-construction traffic control and began flatwork along University Avenue south of US 101.
4. Continued intersection improvements at University Ave/Donohoe St and University Ave/Woodland Ave.

FUTURE ACTIVITIES:

1. Begin construction of bikeway near University Ave/Donohoe St.
2. Place concrete deck.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - City/TA	02/08/23	12/31/25	07/31/25	Board Resolution No. 2021-33 dated 12/02/21

PROJECT: US 101/PENINSULA AVE INTERCHANGE

Project ID: 000801

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

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

STATUS OVERVIEW:

Percent Complete:		Project Canceled	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

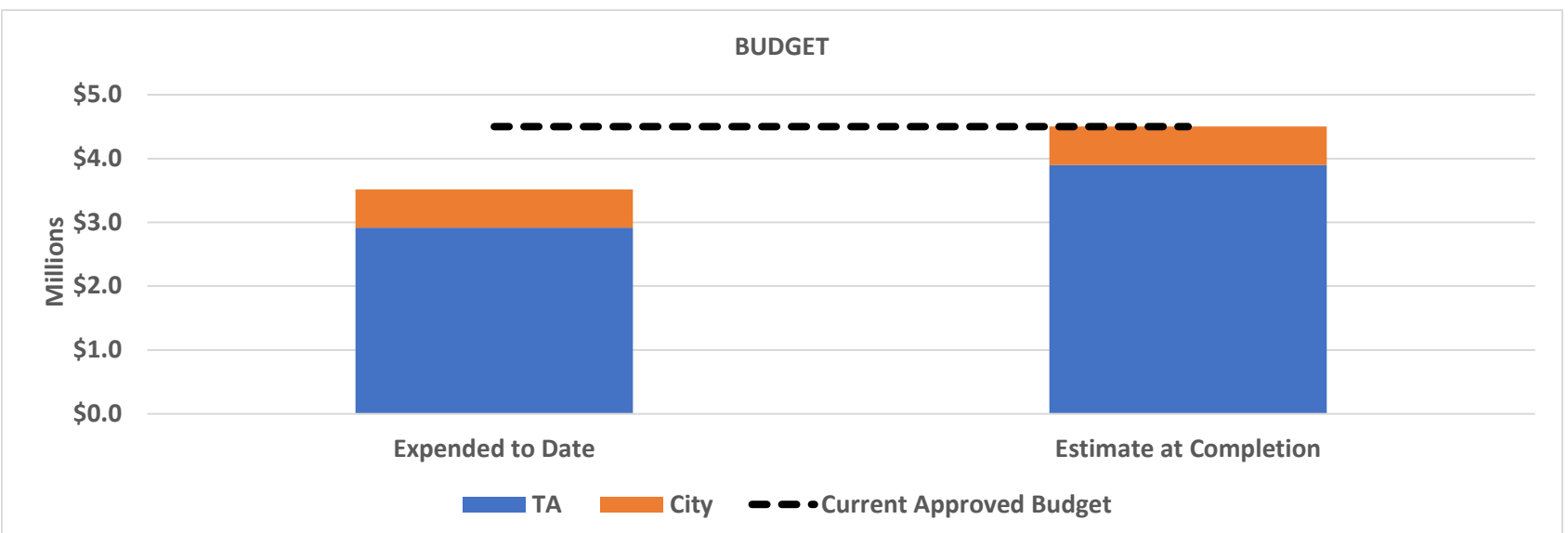
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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

The Project will be entering its 13th year since the project initiation, but the project has been in the PAED phase for close to nine years due to the complex nature of the project, the public's support vs. opposition for the project, burdens with ROW needed, and lack of viable funding options. Given all the challenges associated with the Project, most notably the high probability that it cannot be funded due to the disproportionate ROW acquisition costs, staff recommended, and the City Council approved, cancelling the project September 2024 meeting. This will be the last quarterly report for this project.



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	12/31/24

PROGRESS THIS QUARTER:

1. The project team prepared an Executive Summary of the Alternatives Development Workshop.
2. The project team supported city staff in preparation of materials for the City Council meeting.
3. The City staff provided an update to the City Council at its September meeting.
4. The City Council directed staff to conduct a scoping study to identify small alternative projects to address safety in the neighborhood as part of the North Central Complete Streets Plan and identify eligible grant opportunities.
5. The City Council approved staff recommendation to cancel the project.

FUTURE ACTIVITIES:

1. The City staff will notify property owners and interested parties in the project vicinity of the City Council's decision to cancel the project.
2. The TA will begin the closeout phase of the project in Q3 after receiving the final invoice from project consultant AECOM.

KEY ISSUES:

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

AGREEMENT HISTORY:

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

PROJECT: Utah Avenue Overcrossing

Project ID: 000803

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

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

STATUS OVERVIEW:

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

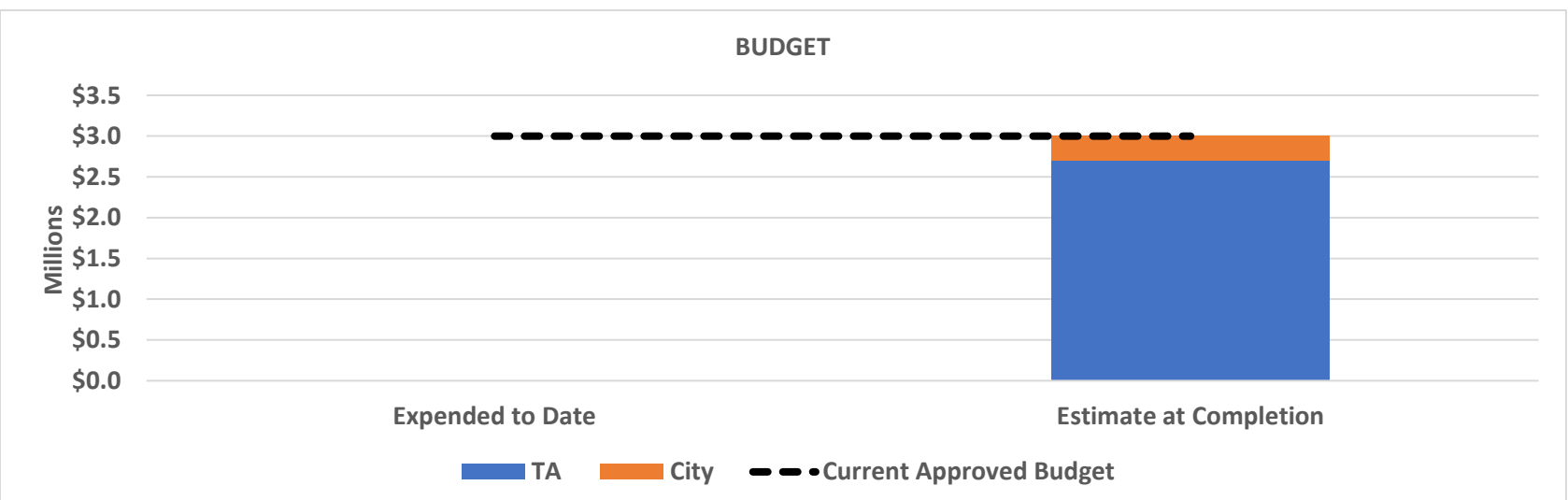
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

The PA&ED phase was completed in February 2023. Since then, the project has received federal, state, and TA funding. The city council awarded the contract for the PS&E phase to AECOM consultants. The project team completed discussions with adjacent developers on the conceptual plan and began the 35% PS&E design.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Prepared the geometric plans that will serve as the basis for the design of 35% of the PS&E.
2. Updated the design based on the agreement with the adjacent developers.
3. Conducted project development team (PDT) meeting.
4. Continue working on sub-consultant's agreements.

FUTURE ACTIVITIES:

1. Finalize 35% PS&E design.
2. Collect soil boring data.
3. Finalize the engineer's cost estimate.
4. Begin right-of-way map.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

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

Project ID: 000805

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

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

STATUS OVERVIEW:

Percent Complete:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

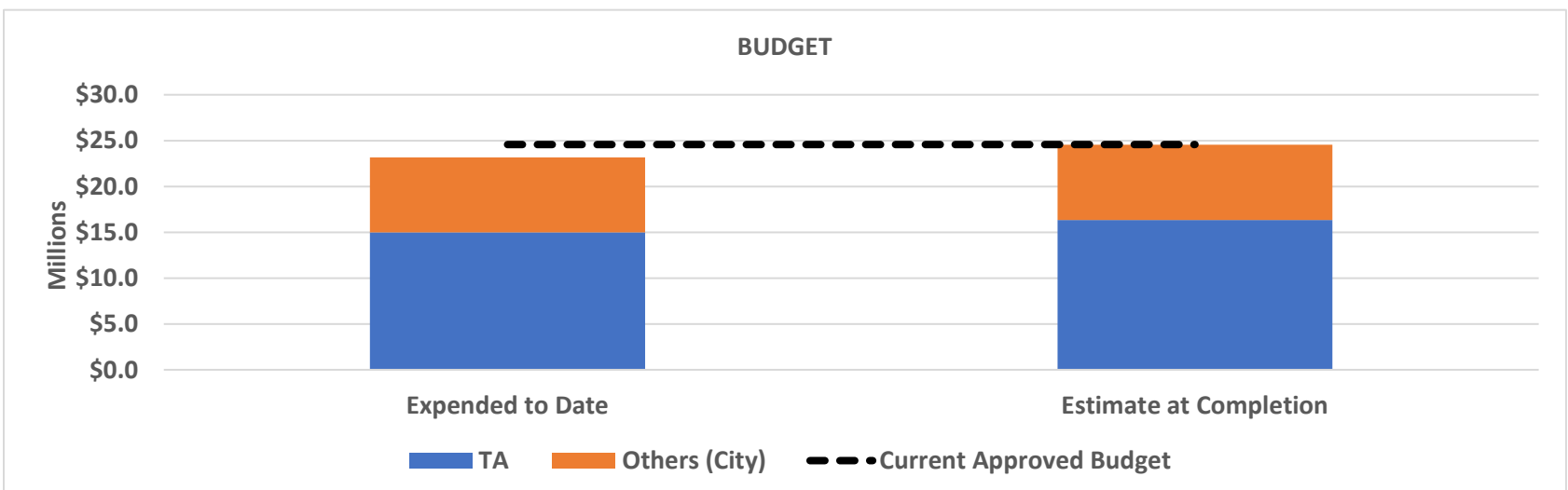
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

Caltrans Headquarters approved the Project Approval and Environmental Document (PAED) and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans Right-of-Way. The forecasted construction schedule was affected because the City did not process the Delegated Maintenance Agreement (DMA) with Caltrans.

The design of highway landscaping and irrigation improvements is complete and the work was advertised for construction. Bid opening was in June and the construction contract was award in August 2024. Construction is estimated to start in Fall 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$16,356,650	\$14,973,103	\$1,383,547	92%	\$16,356,650	\$0
Federal	\$1,980,000	\$1,980,000	\$0	100%	\$1,980,000	\$0
State	\$5,050,000	\$5,042,826	\$7,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,177,464	\$1,390,721	94%	\$24,568,185	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	07/01/17	02/01/22	07/01/17	02/01/22	07/01/17	12/31/23
Construction (Landscaping)	09/01/22	12/30/27	09/01/22	12/30/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. City Council approved the construction award to Marina Landscape, Inc. in August 2024.
2. City staff held a pre-construction meeting on September 12, 2024.

FUTURE ACTIVITIES:

1. Start highway landscaping construction in fall 2024.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

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

Project ID: 000823

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

PHASE OVERVIEW:

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

STATUS OVERVIEW:

Percent Complete:		21%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

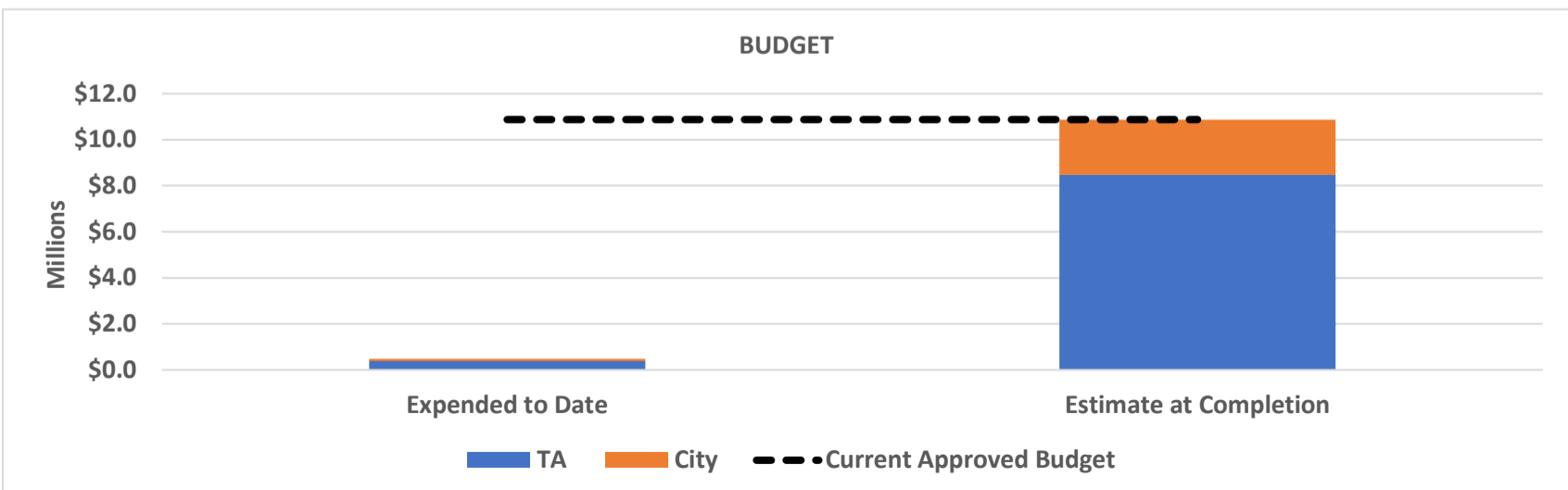
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide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

STATUS SUMMARY:

The City is completing the final utility relocations in order to be ready for construction bidding. Once all utility relocations are completed, Caltrans will issue the final encroachment permit and the City will be able to advertise the project for construction.

The City is pursuing the final sign-off for the Design Standard Decision Document (DSDD) associated with realigning the bike/ped path to avoid relocation of several poles which had necessitated a new easement. The temporary construction easement has been executed for a period of 3 years. Wastewater Discharge Report and fees were submitted to the Water Quality Control Board for the extension of a drainage inlet needed for the Class I path alignment.

The City presented the project update to the Planning Commission as required by the conditions of the Coast Development Permit (CDP) and received positive feedback to proceed. Riparian mitigation for the project has been designed and plans are now completed and ready for construction document preparation.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,475,000	\$379,839	\$8,095,161	4%	\$8,475,000	\$0
City	\$2,400,000	\$106,759	\$2,293,241	4%	\$2,400,000	\$0
Total Project	\$10,875,000	\$486,598	\$10,388,402	4%	\$10,875,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Utility Relocations	08/01/22	06/30/23	08/01/22	06/30/23	08/01/22	12/31/24
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	12/31/24
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	12/01/22	12/31/24
Advertise/Award Construction	07/01/23	07/30/23	07/01/23	09/30/23	12/01/24	03/30/25
Construction	09/01/23	09/30/25	09/01/23	12/31/24	03/01/25	12/31/26

PROGRESS THIS QUARTER:

1. Comcast, PG&E and Coastside County Water District facilities have been relocated and Notice To Owners issued.
2. AT&T encountered an issue with relocation of the poles and increase in distance between the poles resulting in a sag of the lines which does not meet the minimum clearance above Terrace Avenue. AT&T is working with the City to revise the design to add a pole to reduce sag. This requires redesign and resubmittal of Caltrans encroachment permit.
3. The City is pursuing relocation of AT&T underground connection box which is in the area of the proposed retaining wall at the Frontage Rd intersection (west side of Highway 1) in addition to relocation of AT&T lines to the six new poles on the east side of Highway 1.
4. Met with Caltrans and discussing the approval of DSDD associated with realigning the bike/ped path to avoid relocation of several poles which had necessitated a new easement.
5. Coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements to avoid duplicate efforts. The City has modified its consultant agreement to include optional tasks in case of changes needed to accommodate the Caltrans SHOPP project.
6. Coordinating and responding to the California Water Quality Control Board for a Water Discharge permit at Kehoe ditch for the extension of the inlet structure to accommodate the bike/ped path.

FUTURE ACTIVITIES:

1. The Funding Agreement between the TA and the City will be amended to extend the term to accommodate the revised schedule for construction.
2. City to work with AT&T to redesign their new communication line by adding an additional utility pole adjacent to the bike/ped path and help AT&T apply for a new Caltrans encroachment permit.
3. AT&T to obtain Caltrans encroachment permit and relocation lines from the old poles to new poles, remove old poles and relocate their cabinet at the Frontage Road.
4. Comcast to obtain Caltrans encroachment permit and relocate its lines from old poles to the new poles.
5. City to obtain approved work directive from CA Water Quality Control Board.
6. City to coordinate construction dates with Caltrans SHOPP project following Coastal Commission hearing.
7. City to obtain final approval of design exception from Caltrans.

KEY ISSUES:

1. Relocation of the utility poles creates an unacceptable sag of the line. AT&T is working with the City to revise the design to add a pole to address this which will require resubmitting the design to Caltrans for the encroachment permit.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	10/19/22	06/30/25	12/31/24	Board Resolution 2021-33 dated December 2, 2021

PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

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

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

STATUS OVERVIEW:

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

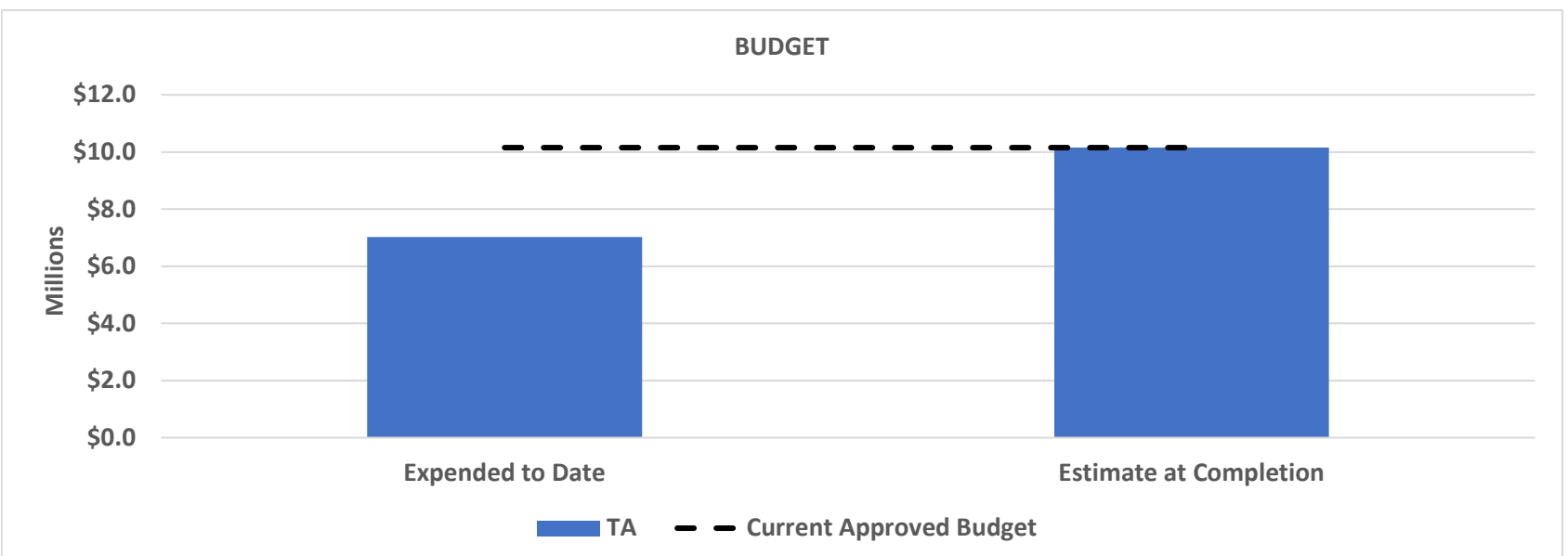
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,150,000	\$7,025,313	\$3,124,687	69%	\$10,150,000	\$0
Total Project	\$10,150,000	\$7,025,313	\$3,124,687	69%	\$10,150,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	06/30/25	11/02/20	12/31/25

PROGRESS THIS QUARTER:

1. Identifying viable projects and programs for VMT mitigation.
2. Working with Caltrans Highway Operations on the 2030 and 2050 operational analyses.
3. Finalized the draft Highway Safety Manual (HSM) analysis for Alt 1 – Lane Add and Alt 2 – Lane Convert and submitted to Caltrans for review.
4. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
5. Evaluated available traffic data received for each of the on-ramps along the US 101 study corridor to document any nonstandard design features associated with the on-ramps not meeting the Caltrans Ramp Metering Design Manual (RMDM) policies. A Ramp Metering Fact Sheet will be prepared for Caltrans review.

FUTURE ACTIVITIES:

1. Continue preparing the Design Exception Matrix for Caltrans approval to include in the Draft Project Report.
2. Complete Noise Abatement Decision Report.
3. Develop VMT mitigation strategies and submit to Caltrans for review.
4. Continue to work towards the approval of the Traffic Operational Analysis Report.
5. Continue to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
6. Continue to work on the Administrative Draft Project Report.

KEY ISSUES:

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

AGREEMENT HISTORY:

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

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

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

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

STATUS OVERVIEW:

Percent Complete:		17%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

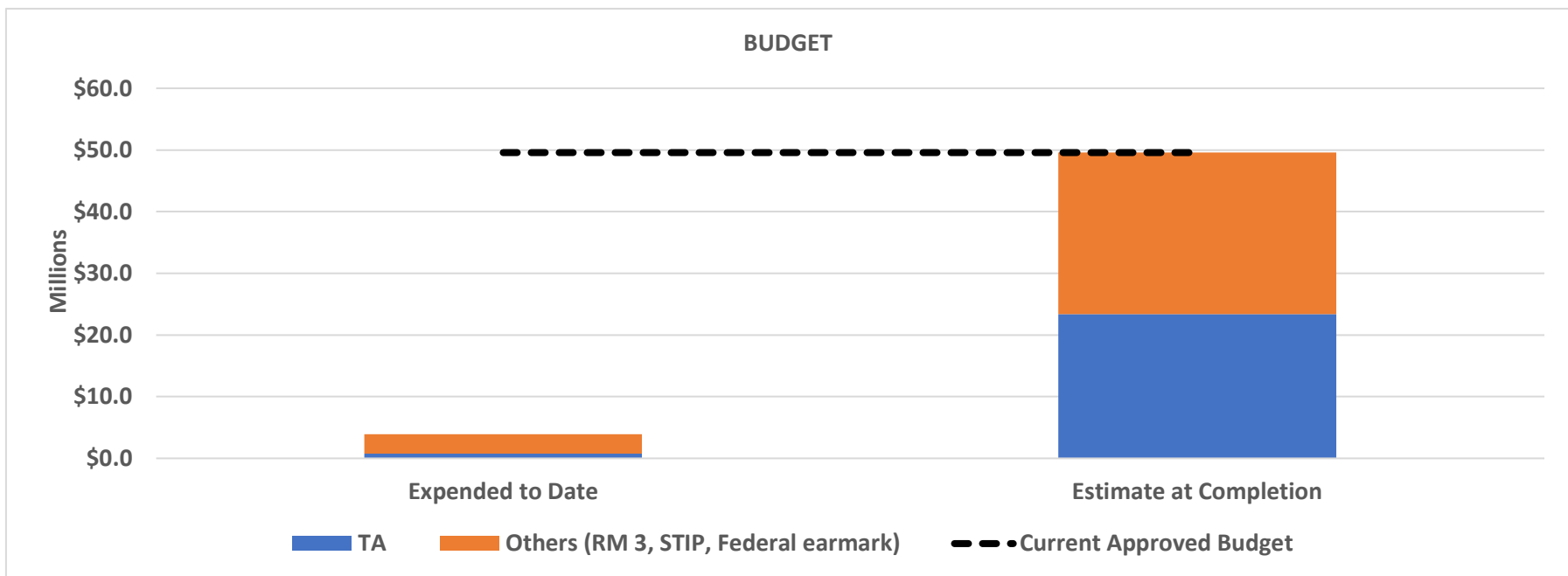
PROJECT DESCRIPTION:
 The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane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

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

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

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

Caltrans advertised the construction contract in August 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$23,413,000	\$786,511	\$22,626,489	3%	\$23,413,000	\$0
C/CAG (State Transportation Improvement Program)	\$3,200,000	\$3,144,253	\$55,747	98%	\$3,200,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$0	\$21,962,000	0%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$49,575,000	\$3,930,764	\$45,644,236	8%	\$49,575,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	03/01/22	12/15/23
ROW	05/01/22	05/01/24	05/01/22	05/01/24	05/01/22	05/01/24
CON	06/30/24	07/31/26	06/30/24	12/31/26	06/30/24	07/31/26

PROGRESS THIS QUARTER:

- Executed Cooperative Agreement #04-2944 Amendment 1 to reflect the latest construction funding details.
- Finalized the construction package and advertised the project for bids.

FUTURE ACTIVITIES:

- Evaluate bid proposals and award to a contractor.
- Coordinate with City of San Mateo and Foster City.
- Launch project webpage and other communications tools.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

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

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

STATUS OVERVIEW:

Percent Complete:		17%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

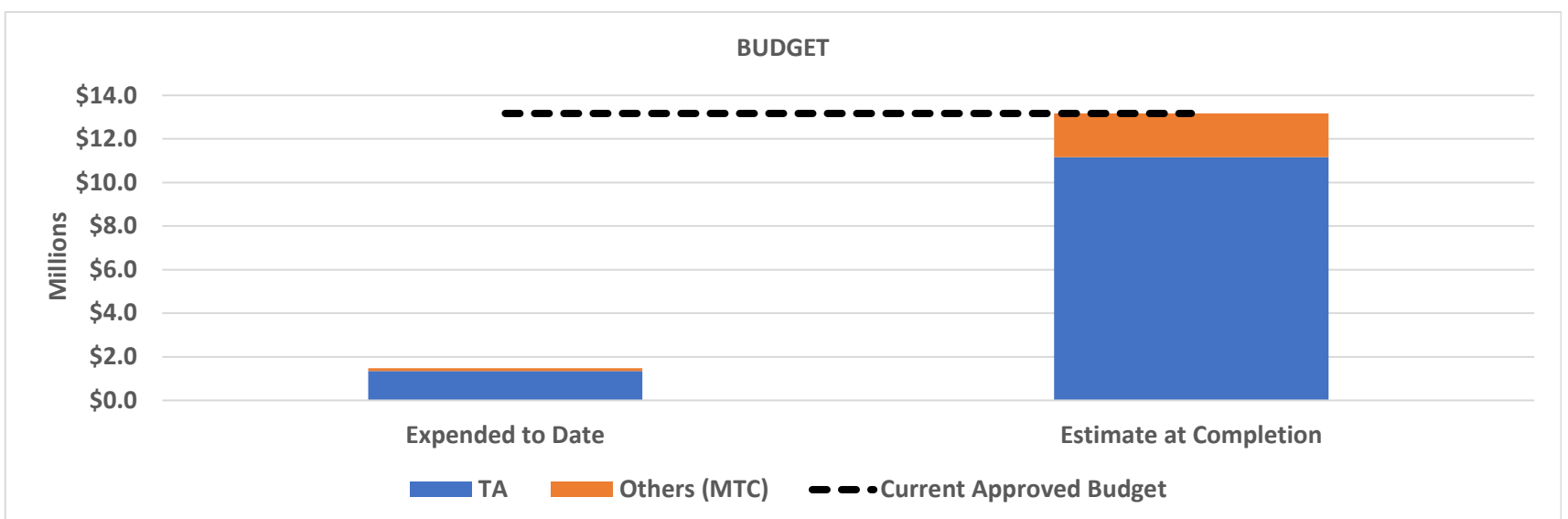
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

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

STATUS SUMMARY:

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

In August 2023, the PAED phase re-commenced with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The project team continues working on the technical and environmental studies including preliminary geometrics for the build alternatives and traffic forecasting.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$11,170,776	\$1,341,793	\$9,828,983	12%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$140,651	\$1,859,349	7%	\$2,000,000	\$0
Total Project	\$13,170,776	\$1,482,444	\$11,688,332	11%	\$13,170,776	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	10/01/22	09/30/24	10/01/22	09/30/24	10/01/22	11/30/26

PROGRESS THIS QUARTER:

1. Updated FAQs to share on the project website.
2. Assessed potential operational improvements for the US 101 northbound on-ramp at Hillsdale.
3. Drafted and finalized the traffic forecasting validation memo.
4. Continued geometric refinement for the build alternatives including geometry exhibits, typical sections, and profiles.

FUTURE ACTIVITIES:

1. Complete the assessment of potential Hillsdale operational improvements.
2. Advance environmental and engineering studies.
3. Amend the MOU to extend the scope completion date.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

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

STATUS OVERVIEW:

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

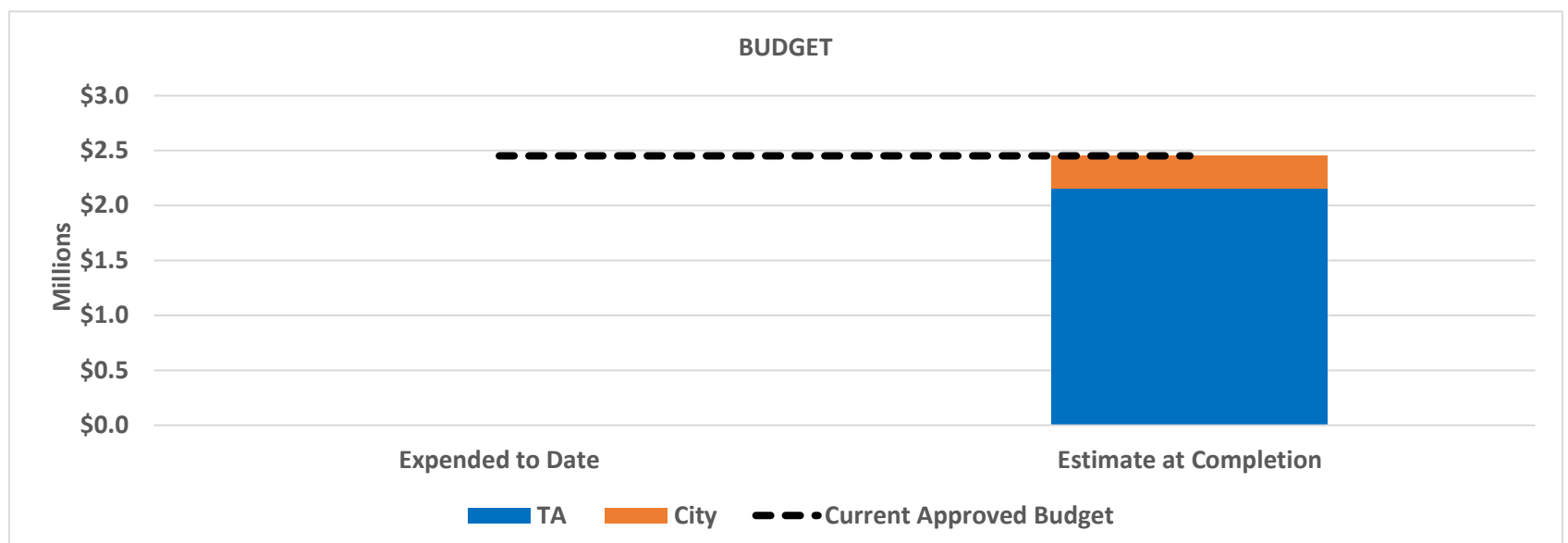
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The project kickoff for the Project Initiation Document (PID) phase was held on 8/19/2022 and the PID phase was approved in July 2023.

The PAED phase of the project has started. Two build alternatives were identified and the team is working to obtain traffic data from Caltrans and available information from the City to generally evaluate existing conditions and potential future traffic congestion. The project team is awaiting final approval from Caltrans on the draft Operational Traffic Assessment, while continuing to work on collecting traffic data and environmental documents. Public meetings will be scheduled to obtain feedback from the local residential and business communities.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,152,663	\$0	\$2,152,663	0%	\$2,152,663	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$2,452,663	\$0	\$2,452,663	0%	\$2,452,663	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/31/22	06/30/24	12/31/23	12/31/26	08/21/23	08/30/25

PROGRESS THIS QUARTER:

1. Drafted existing condition report and submitted it to Caltrans for approval.
2. The California Environmental Quality Act (CEQA) - Induced Travel Analysis Memorandum was submitted to Caltrans for review and approval.
3. Continue developing the design alternatives.
4. Continuing bridge layout work.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Continue working on the environmental studies.
3. Continue working on the bridge layout.
4. Continue working on the engineering studies.
5. Continue working on the traffic studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

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

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

STATUS OVERVIEW:

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

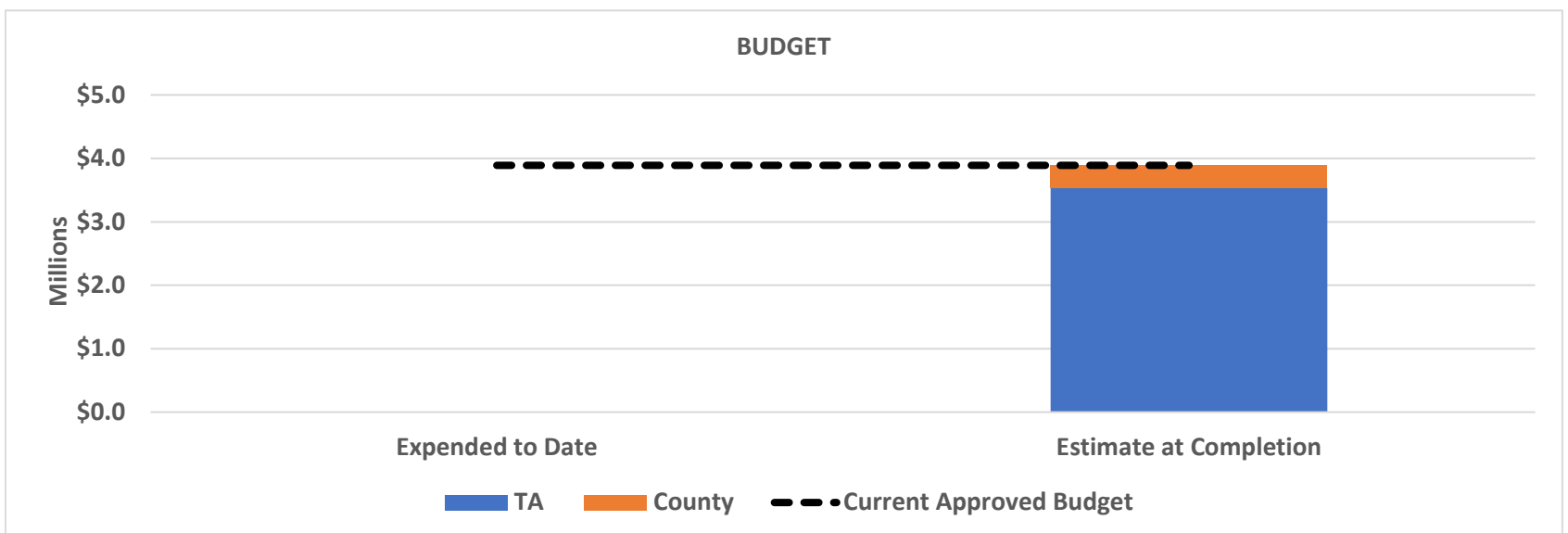
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The project is sponsored by the County of San Mateo and being coordinated with Caltrans, with the TA serving as the implementing agency. The project initiation document (PID) phase started in August 2022 and was completed in February 2024 with Caltrans' approval of the Project Study Report (PSR-PDS). Three build alternatives were identified in the PSR-PDS. The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PAED) phase. The PAED phase kicked off in June 2024 and will include more detailed studies to determine design exceptions, more detailed cost estimating, advanced planning studies for structures, traffic studies and drainage report and include additional outreach with the community and Caltrans to identify a preferred alternative. This process typically takes 18 to 24 months.

The team is currently working on the base map and obtaining existing information from utility companies to identify potential impacts. The team is also collecting traffic counts to conduct a detailed analysis of traffic operations and assess the effects of potential future improvements along Highway 1.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$8,231	\$3,522,769	0.2%	\$3,531,000	\$0
County	\$359,000	\$0	\$359,000	0.0%	\$359,000	\$0
Total Project	\$3,890,000	\$8,231	\$3,881,769	0%	\$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	06/10/24	08/30/26

PROGRESS THIS QUARTER:

1. Methodology memo. Presents the operations/forecasting methodologies for Traffic Operations Analysis Report (TOAR) required as part of the Project Approval and Environmental Document (PA&ED).
2. Worked on base mapping and survey.
3. Started collecting traffic counts.

FUTURE ACTIVITIES:

1. Finish collecting traffic counts.
2. Evaluation of design alternatives.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

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

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

STATUS OVERVIEW:

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

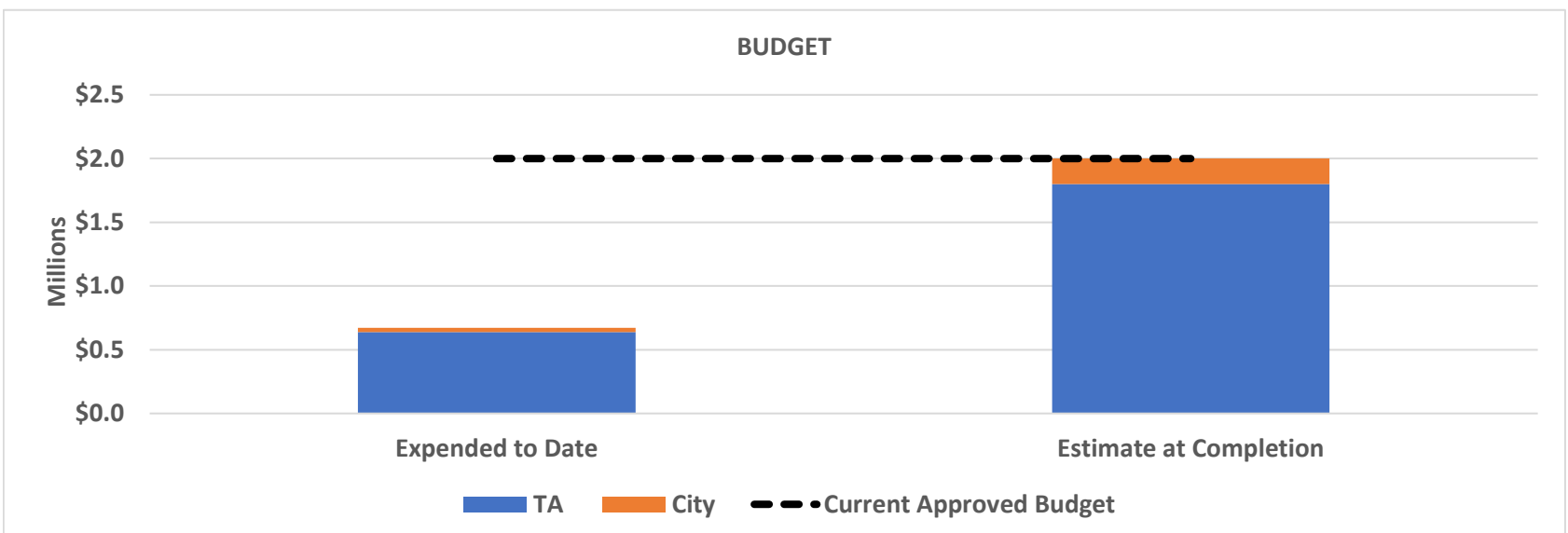
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

On February 1, 2023, the Town of Colma released a Request for Proposal (RFP) and procured a consultant to start the project work. The professional services agreement was executed between the Town and the consultant on March 30, 2023. The project area has been extended southward from the original limits at Arlington Drive to Hickey Boulevard in the City of South San Francisco (Segment C) to expand pedestrian and cyclist connections along the corridor. The TA approved extension of the project limits in the PSR-PDS phase. The addition of Segment C increased the project costs by 15% which will be covered by the already approved Measure W funds awarded to the Town of Colma. Due to the inclusion of Segment "C", the project schedule has been adjusted, setting the new completion date for the PSR-PDS phase by the end of 2024.

The project team is addressing final comments received from Caltrans on the Draft PSR-PDS and Traffic Engineering Performance Assessment (TEPA) documents. The team also requested approval for the Intersection Control Evaluation (ICE) report. The TA amended the Funding Agreement completion date to March 31, 2025 to accommodate the new project schedule.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA (Activity 11)	\$1,800,000	\$637,988	\$1,162,012	35%	\$1,800,000	\$0
City	\$200,000	\$35,080	\$164,920	18%	\$200,000	\$0
Total Project	\$2,000,000	\$673,068	\$1,326,932	34%	\$2,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PSR-PDS	12/15/22	05/31/24	04/03/23	03/31/25	04/03/23	12/31/24

PROGRESS THIS QUARTER:

1. Revised technical studies based on comments received from Caltrans functional units.
2. Worked with Caltrans highway operations team to address comments on TEPA and ICE documents.
3. Submitted the Draft PSR-PDS for Caltrans review.
4. Executed the funding agreement between the TA and Town for the next phase of the project.

FUTURE ACTIVITIES:

1. Revise and resubmit Draft PSR-PDS for Executive approval.

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



**CALTRAIN & GRADE SEPARATIONS
SUMMARY TABLE**

FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	38	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	40	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	42	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	44	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	46	●	●	●	●	●	●



CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
Budget ⁽¹⁾	(a) CPI (Only if Progress >5%) ⁽³⁾	CPI < 0.95	Red
		CPI >= 0.95 and < 0.98	Yellow
		CPI >= 0.98	Green
	(b) EAC greater than Approved Budget	10% or more; or \$2M or more	Red
		Up to 10% or less or up to \$2M or less	Yellow
		EAC <= budget	Green
Schedule ⁽¹⁾	(a) SPI (Only if Progress >5%) ⁽³⁾	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) Major Milestones delay (Forecasted vs. Baseline) ⁽²⁾	Delay > 6 months	Red
		Delay between 1-6 months	Yellow
		Early, on time, or delay < 1 month	Green
Funding ⁽¹⁾	Phase EAC ⁽⁴⁾ vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	Red
		Activated Funds can cover Projected Costs more than 6 months	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated Funds	Green

Notes:

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

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

Project ID: 000812

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

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

STATUS OVERVIEW:

Percent Complete:		78%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

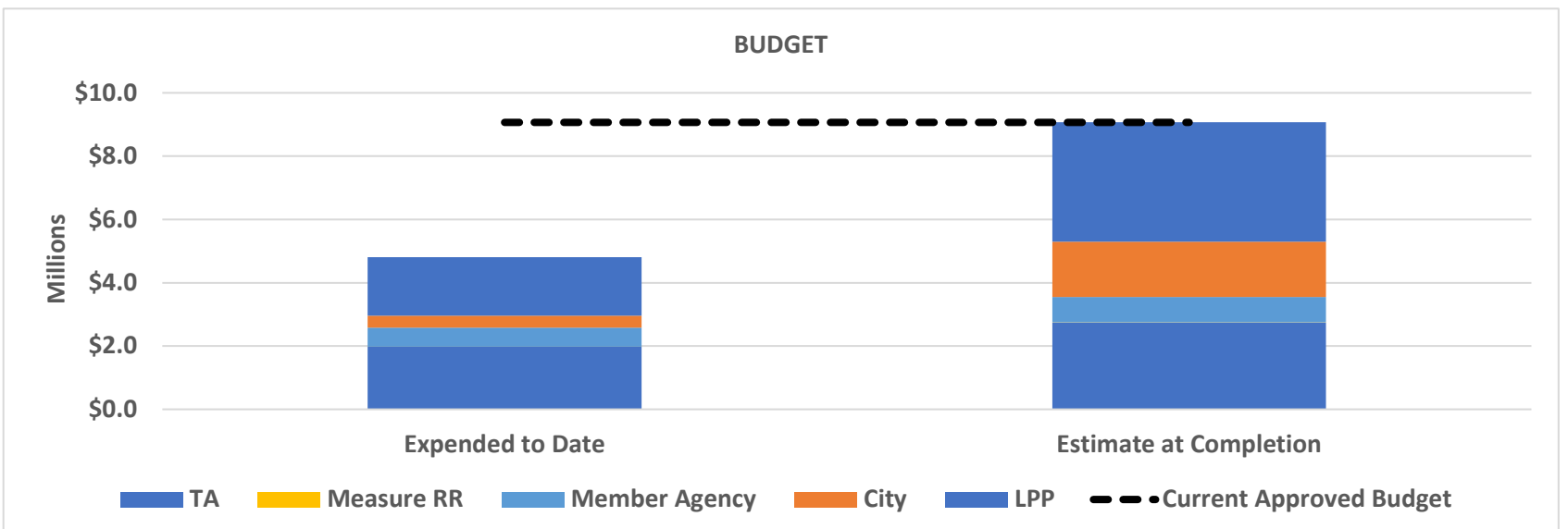
The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave Grade Separation Project. The track will be located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

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

STATUS SUMMARY:

Stacy and Witbeck, Inc. has continued with the construction activities on schedule. Construction is scheduled to be substantially complete by December 2024 and final completion by January 2025. Community outreach coordination is ongoing to provide Hayward Park residents updated information on the planned construction activities and schedule.

The Program Supplement Agreement (PSA) for the \$3.77M in California Transportation Commission (CTC) Local Partnership Program (LPP) funding is still in process between JPB and Caltrans.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,736,000	\$1,977,431	\$758,569	72%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$596,012	\$203,988	75%	\$800,000	\$0
LPP	\$3,773,000	\$1,853,963	\$1,919,037	49%	\$3,773,000	\$0
City	\$1,746,929	\$377,829	\$1,369,099	22%	\$1,746,929	\$0
Total	\$9,066,340	\$4,809,261	\$4,257,078	53%	\$9,066,340	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Grants team continued to work with Caltrans to execute program supplement agreement for LPP funds.
2. Track work was performed in coordination with TASI who performed the signal scope.
3. Significant ongoing activities included construction of the screen wall, the irrigation system and maintenance road among other activities.

FUTURE ACTIVITIES:

1. Grants team will execute program supplement agreement for LPP funds.
2. Among other construction activities, SWI will complete construction and painting of the screen wall.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

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

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

STATUS OVERVIEW:

Percent Complete:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

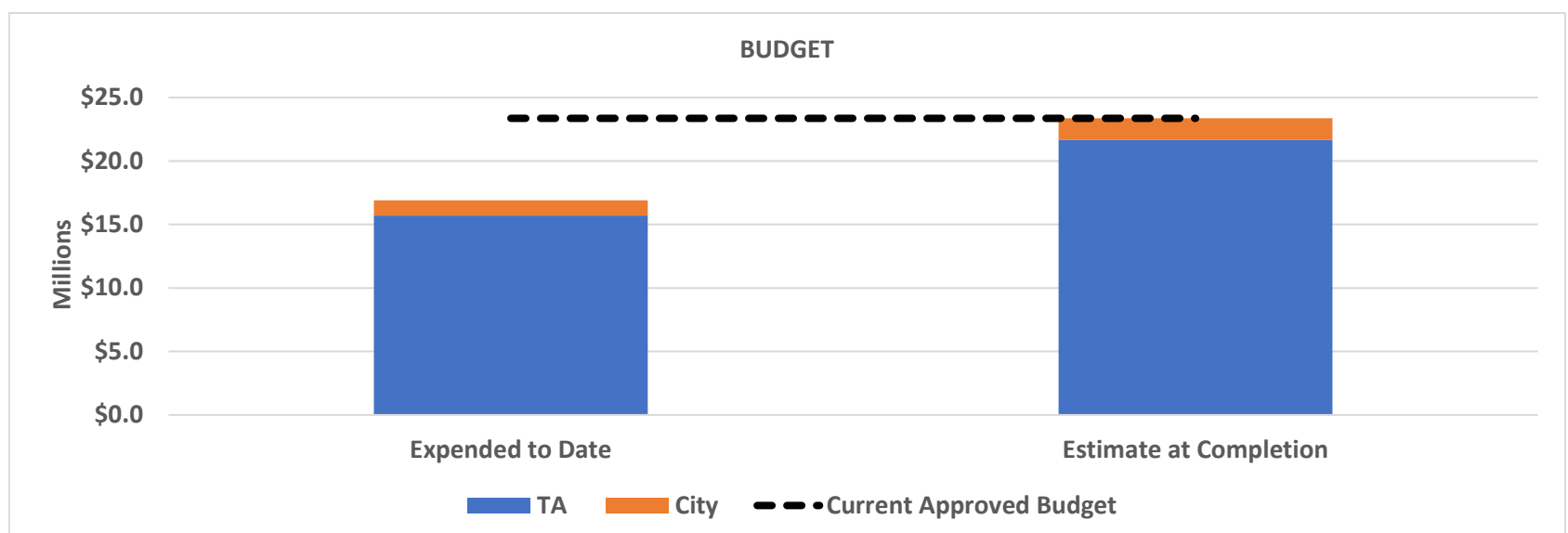
The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements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

The project produces tangible impacts that improve safety, improve emergency response, reduce emissions and increase resiliency, and

STATUS SUMMARY:

In early August, the project received Opinions of Probable Construction Costs (OPCCs) from the construction manager-general contractor "CMGC" (Flatiron Herzog JV) and the independent cost estimator "ICE" (KMC) for the 65% design. The OPCCs were reconciled to a cost difference of 7%. However, the costs far exceeded (>200%) the approved project budget. The design has been placed on hold.

The project team is undertaking a review of the critical concepts relative the project goals and has developed several alternatives for consideration. The intent of this exercise is to reduce the cost for the project down to a fundable level. The project team has developed a process for reviewing alternatives and is presenting them to decisionmakers. The initial concept presented is on alternatives for the station. The team developed three options - keeping the center boarding platform, changing to a side boarding platform, and removing the station. One variation would be to defer the station to a later date when additional funding is available.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$21,663,000	\$15,697,527	\$5,965,473	72%	\$21,663,000	\$0
City	\$1,700,000	\$1,200,232	\$499,768	71%	\$1,700,000	\$0
Total	\$23,363,000	\$16,897,758	\$6,465,242	72%	\$23,363,000	\$0

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Final Design)	N/A	N/A	01/31/20	01/31/25	01/31/20	04/23/27

PROGRESS THIS QUARTER:

- The project team successfully submitted an application for the 2024 Railroad Crossing Elimination (RCE) Grant Program for redesigning the project. The RCE grant was submitted with a request of \$14.65M with a proposed local match of an additional \$14.65M.
- CMGC established the project Risks & Assumptions log and built out the log of recommendations and innovations.
- 65% OPCCs received and reconciled between ICE and CMGC. Costs far exceed budget. Undertook forensic analysis to understand cost drivers between the current estimates and the 2022 estimate - escalation, overly aggressive scheduling and scope changes.
- The CMGC and ICE also prepared and submitted draft 65% construction schedules.
- The Hazardous Materials Management Plan (HMMP) is being finalized in preparation for environmental permit applications.
- ROW acquisition maps were finalized and approved by the Real Estate team. The acquisition estimates were also updated.
- Developed a log of larger critical concepts for evaluation and commenced with VE process, starting with building a narrative for side platforms, viaduct and alignment changes.
- Development of design alternatives ongoing - established 5 critical concepts for decisionmaker consideration: 1. Current design (center platform) with VEs, 2. Side Platforms, 3. Deferred station, 4. No Station and 5. No Project.
- Narrative and presentation drafted for each concept with rough order of magnitude (ROM) price points. Rebaselined schedule 70% complete, incorporating redesign effort.

FUTURE ACTIVITIES:

- ICE to validate ROM pricing for each concept.
- Present project (re)design concepts to Technical Working Group and Senior Leadership team for feedback and selection of concept.
- Complete rebaseline of project schedule for approval.
- Develop and review funding strategy (Caltrain, TA, City).
- Amend MOU to extend scope completion date.

KEY ISSUES:

- Estimated project cost far exceeds available funding, requiring a project redesign which will impact project schedule.
- Additional funding is needed for the redesign.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	05/07/17	N/A	TA and City of Burlingame for Project Study Phase
MOU (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU Amendment 1 (PS&E)	07/22/24	07/31/25	01/31/25	Amendment to include funding for CMGC contract and extending the term
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification

PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

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

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

STATUS OVERVIEW:

Percent Complete:		33%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

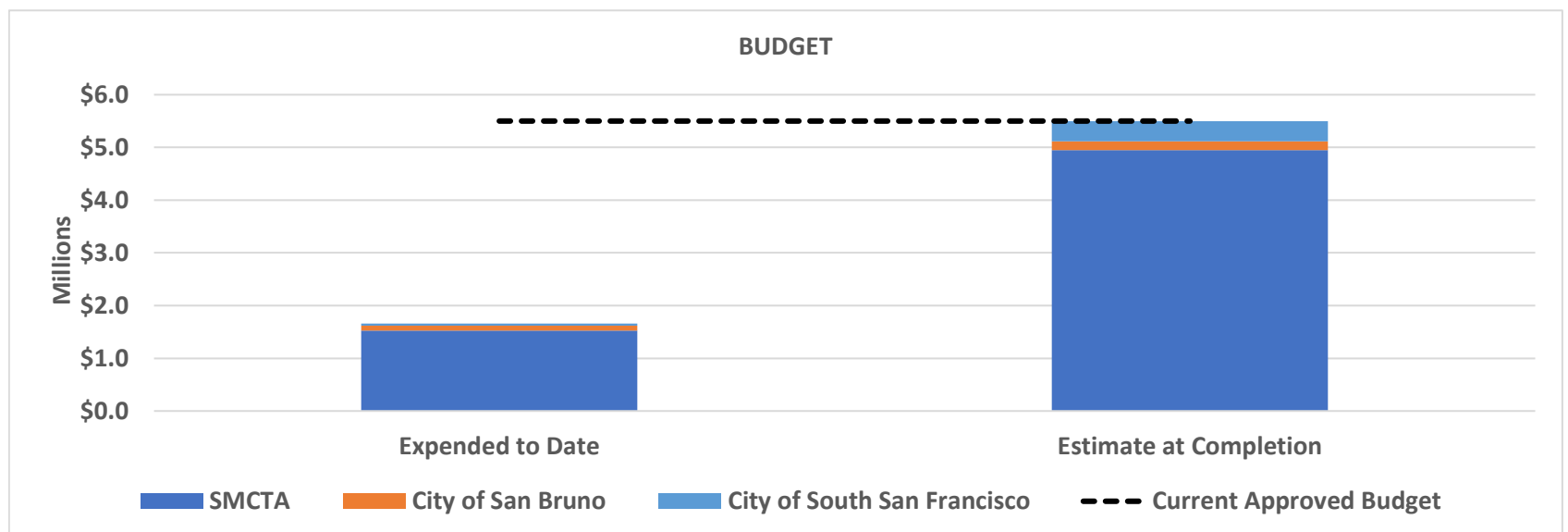
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The project finished the value engineering (VE) study to optimize both design and construction with the locally preferred alternative (LPA). New proposed construction means and methods suggest using a box jacking tunnel which would change the LPA from a hybrid crossing (partial raising of tracks and partial lowering of roadway) at Linden, to leaving the railroad tracks at grade with the roadway being fully depressed to pass under the tracks. Caltrain agrees with the engineering team and is in the process of presenting this option to the cities.

Caltrain initially planned to present the information to the city councils in August but this has been delayed to facilitate more discussion with City staff and the project team. These presentations will now be scheduled in Q3 to obtain a final consensus recommendation from both Caltrain and City staff on the locally preferred alternative (LPA) and to proceed to 35% design phase with the approved LPA.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$4,950,000	\$1,523,560	\$3,426,440	31%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$94,317	\$68,683	58%	\$163,000	\$0
City of South San Francisco	\$387,000	\$39,786	\$347,214	10%	\$387,000	\$0
Total	\$5,500,000	\$1,657,663	\$3,842,337	30%	\$5,500,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Prelim Engineering/Environmental (PAED)	05/04/23	05/31/25	05/04/23	05/31/25	05/04/23	12/31/25

PROGRESS THIS QUARTER:

1. Prepared presentations for City Council meetings in November and January.

FUTURE ACTIVITIES:

1. Present to City Councils in late November and January 2025.
2. Proceed with project delivery workshops and recommend project delivery approach for the project.
3. Develop project's streamlined schedule.

KEY ISSUES:

Schedule delays due to selection of a locally preferred alternative.

AGREEMENT HISTORY:

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

PROJECT: SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

Project ID: 000824

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

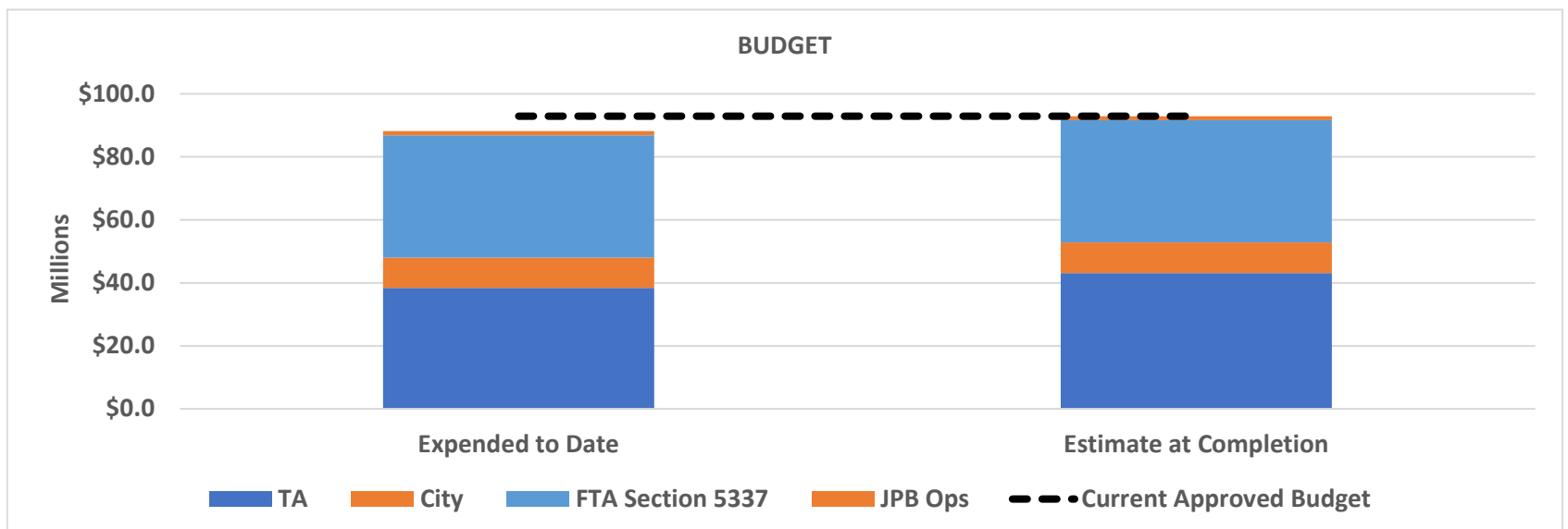
This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety and provides connectivity along Grand Avenue in South San Francisco.

Key elements of the project include:

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

STATUS SUMMARY:

The project addressed an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200 feet of yard track that UPRR lost due to construction of this project. Due to the lack of a viable location for the replacement track, Caltrain negotiated a cash settlement with UPRR committing Caltrain to pay UPRR \$5.1M to retire the obligation. The payment of \$5.1 million to UPRR is planned for October 2024. With the payment to UPRR, the project will be closed out and next quarter will be the final report on the project.



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Closeout	01/03/17	04/03/18	12/21/22	06/30/25	12/21/22	06/30/25

PROGRESS THIS QUARTER:

1. Continue with the closeout activities of the project.

FUTURE ACTIVITIES:

1. Pay UPRR \$5.1 million on October 3, 2024.
2. Complete project closeout.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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

PROJECT: WATKINS AVE GRADE CROSSING SAFETY IMPROVEMENTS

Project ID: 100579

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

PHASE OVERVIEW:
 This Project is working to complete the project close out (Activity 18) phase

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

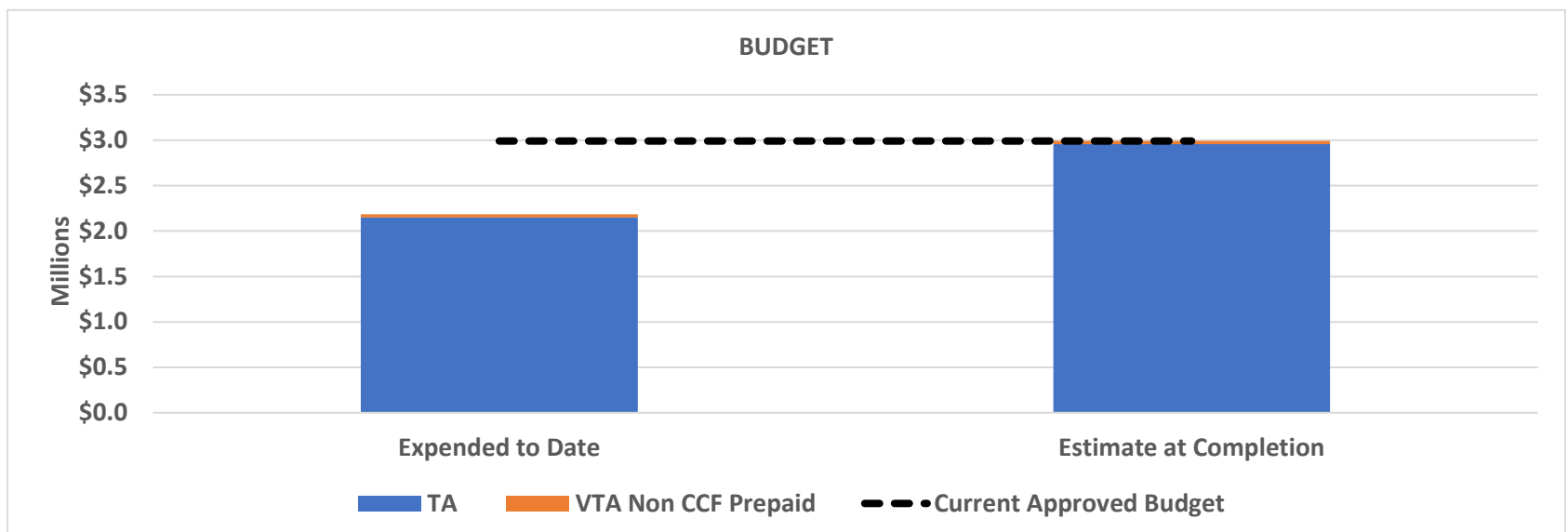
This Project is to improve the safety at the Watkins Avenue Grade Crossing. Safety Improvements would include installation of quad gates, its components, and other roadway modifications (e.g., pavement markings, etc.) necessary for a fully functional quad gate system. This safety system would deter motorists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

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

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

STATUS SUMMARY:

The project team is awaiting the final invoices from the Town of Atherton and TASI to complete the close-out of the project. The project will be closed out next quarter and that will be the final quarterly report.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,955,000	\$2,147,769	\$807,231	73%	\$2,954,999	\$0
VTA Non CCF Prepaid	\$35,613	\$35,613	\$0	100%	\$35,612	\$0
Total	\$2,990,613	\$2,183,382	\$807,231	73%	\$2,990,611	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Preliminary (35%) Design Complete	7/1/2021	9/30/2021	7/1/2021	9/30/2021	7/1/2021	9/30/2021
100% Design Complete	10/1/2021	6/30/2022	10/1/2021	6/30/2022	10/1/2021	6/30/2022
IFB	7/1/2022	12/31/2022	7/1/2022	12/31/2022	7/1/2022	12/31/2022
Construction	1/1/2023	12/31/2023	1/3/2023	3/1/2024	1/3/2023	5/23/2024

PROGRESS THIS QUARTER:

1. The project team started the close out phase of the project and is awaiting final invoices.

FUTURE ACTIVITIES:

1. Complete the final closeout of the project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



Pedestrian & Bicycle Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	The consultant team initiated the development of alternative design concepts. The mobility profile analysis was completed and the traffic operations analysis was initiated. A draft presentation outline was circulated for TA and Town feedback.	Dec 2022	Mar 2025	Oct 2025	\$450,000	\$0	\$140,324	\$309,676
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	90% PS&E is expected to be complete by November 2024.	Dec 2022	Sep 2025	Jul 2027	\$300,000	\$0	\$3,922	\$296,078
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design continues to remain at 65% completion. Further clarification on design details were provided to the designer on a field visit. The project has been delayed to April 2026 due to a large number of planned projects.	Dec 2022	Apr 2026	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The concept design was submitted to SFPUC for review to coordinate on potential ROW issues. Currently waiting for SFPUC response.	Dec 2022	Dec 2025	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	The concept design was completed and the project is currently in the design phase.	Dec 2022	May 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	No progress has been made this quarter. Project to kick off in the next quarter.	Dec 2022	Oct 2025	Dec 2028	\$0	\$440,000	\$0	\$440,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	No new updates. The design phase is expected to start late-2025. The Town has submitted a request to SMCTA to extend the Scope of Work agreement to November 2026.	Dec 2022	Oct 2026	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	The PS&E phase has been completed, and the bid package is being finalized. Currently discussing easement requirements to address property access.	Dec 2022	Dec 2025	Nov 2028	\$1,831,500	\$0	\$349,623	\$1,481,877
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Have coordinated with PG&E on the plan review. Activities for next quarter include approving final construction bid documents and advertise for construction.	Dec 2020	Dec 2025	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	No progress has been made this quarter. Expected completion has been pushed to December 2024.	Mar 2018	Dec 2024	Jan 2024	\$810,000	\$0	\$810,000	\$0
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Have prepared a draft Request for Proposal (RFP) for a consultant to conduct an engineering study, and also prepared plans, specifications, and cost estimates. Expecting to release the RFP and select a consultant in the next quarter.	Dec 2022	Jun 2026	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	Have released the RFP for consultant design services.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	The 50% drawings were completed and submitted to the City for review in September. Currently working on the 100% plans, specifications, and estimates.	Dec 2022	Dec 2024	Jun 2025	\$0	\$400,000	\$168,304	\$231,696
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Currently developing the 95% submittal package. Additional comments and coordination with Caltrans has led to a minor extension of the project schedule to December 2024.	Mar 2018	Dec 2024	Original: 3/2024 Extension: 4/2025	\$315,000	\$0	\$315,000	\$0
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	No new updates occurred this quarter. Plans to bid the project for construction has been pushed to early 2025.	Dec 2022	Mar 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000



Pedestrian & Bicycle Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have installed most of the curbs and sidewalks, and poured concrete abutments for the bridge.	Apr 2014	Dec 2024	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$32,294	\$137,706
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Continued design of the bike lane pilot for a portion in front of a community park. Have also continued 70% design of the traffic calming measures and permanent bike lanes.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	An RFP was issued for CM/GC services with proposals due on October 16, 2024. The scope for environmental clearance (NEPA) was also approved in September 2024 and the process is in progress.	Dec 2020	Dec 2025	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	The project advertised for bids in July 2024, but City Council rejected all bids due to much higher than expected estimates. The schedule to readvertise for bids will occur winter 2024/25 and construction to start in spring 2025.	Dec 2022	Jun 2025	Jun 2028	\$0	\$568,504	\$59,308	\$509,196
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	An amendment to the funding agreement with SMCTA was executed in September 2024 to extend the Scope of Work completion date. A project update was not provided this quarter due to staffing changes/challenges at the Town.	Dec 2020	Dec 2024	Original: 11/2024 Extension: 5/2025	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	An amendment to the funding agreement with SMCTA was executed in July 2024 to extend the Scope of Work completion date. A project update was not provided this quarter due to staffing changes/challenges at the Town.	Dec 2020	Dec 2024	Original: 9/2024 Extension: 5/2025	\$0	\$102,703	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The design for a quick-build cycle track on ECR southbound from Brewster to Madison is at 90% completion. The completion date has been pushed to February 2025.	Dec 2020	Feb 2025	Mar 2026	\$300,000	\$0	\$39,125	\$260,875
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The Vera Ave bike boulevard design is at 95% completion. A neighborhood meeting was held on August 6, 2024 to seek residents' feedback on the project design. Broadway design is at 35% completion.	Dec 2022	Mar 2025	Dec 2025	\$0	\$615,000	\$143,492	\$471,508
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction bidding has been delayed to occur in fall 2024. Completion date has been pushed to March 2025.	Dec 2022	Mar 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	The reduced speed limit changes were implemented mid-August 2024.	Dec 2022	Jun 2025	Dec 2025	\$0	\$100,000	\$3,716	\$96,284
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Construction has started in June 2024. Have completed construction of a new median and working on a bicycle track median.	Dec 2020	Feb 2025	Apr 2027	\$1,401,000	\$0	\$514,850	\$886,150
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Developed outreach plan. Submitted draft Advanced Geometry Drawings (GEDs), Design Standard Risk Assessment, Traffic Engineering Performance Assessment (TEPA), and a project description to the County, TA and Caltrans for comment.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$319,808	\$570,192
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	35% design plans and cost estimates are currently being reviewed.	Dec 2020	Dec 2024	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
San Mateo	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets Project	PAED, PS&E	A funding agreement is in progress.	Dec 2022	TBD	Agreement in Process	\$2,000,000	\$0	\$0	\$2,000,000



Pedestrian & Bicycle Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Have completed all public outreach. Have received comments on the Preferred Alternatives Analysis and the Alternatives Evaluation Technical Memorandum and working to incorporate comments. The draft Feasibility Report is also in progress.	Dec 2022	Oct 2024	Dec 2025	\$450,000	\$0	\$199,257	\$250,743
South San Francisco	El Camino Real Corridor Study	PLAN	No work was completed this quarter. Anticipating to start the ECR Corridor Analysis next quarter.	Dec 2022	Dec 2024	Jun 2025	\$0	\$100,000	\$0	\$100,000

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 Redwood City Hopkins Avenue Traffic Safety Implementation Project was completed and has been removed.
 3. The County of San Mateo Santa Cruz Avenue and Alameda de las Pulgas Improvement Project was completed and has been removed.



Ferry Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA.	Conducted regular meetings to discuss preliminary visual simulations and draft traffic study existing conditions. Continued preparation of the draft EIR. Have also prepared a railroad track relocation concept for review by UPRR.	Jun 2022	Jun 2026	Dec 2025	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal.	Continued work on the Environmental Clearance documents. Currently coordinating a time extension to the funding agreement with SMCTA.	Jul 2020	Dec 2025	Nov 2023	\$350,000	\$155,117	\$194,883



**ACR/TDM Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	No progress has been made this quarter. Construction has been pushed to start in December 2024 due to an increase in bid estimates from inflation. Currently resolving budget shortfall and will re-advertise the project.	Aug 2022	Dec 2024	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	The Cities have created an Art and Parks Digital Map with points of interest to visit when riding. Continuing to work with the marketing consultant to create social media content and outreach materials for the bike sharing program.	Aug 2022	Mar 2025	Sep 2025	\$0	\$400,000	\$98,186	\$301,814
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have advertised the project for construction and currently reviewing bid proposals.	Aug 2022	Dec 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Currently working through maintenance agreement terms with Caltrans.	Aug 2022	May 2025	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	"Essential Wheels" E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Funding agreement with SMCTA is in process.	Aug 2022	Jul 2023	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	Continuing to finalize PS&E. Construction has been pushed to start in early 2025.	Aug 2022	Mar 2025	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates. Design phase is expected to start late-2025. The Town has submitted a request to SMCTA to extend the Scope of Work agreement to October 2026.	Aug 2022	Oct 2026	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	No new updates this quarter. Continuing to market the program in the Town's Livewire and conduct regular program meetings. The Town has submitted a request to SMCTA to extend the Scope of Work agreement to August 2026.	Aug 2022	Aug 2026	Aug 2025	\$0	\$67,500	\$11,893	\$55,607
Commute.org	Jefferson Union High School District (JUHS) Workforce Housing TDM	PLAN	Commute.org provided materials to share with residents, reminding them of the remaining months of the grant and encouraging them to take advantage of the programs before the deadline on December 2024. Have also encouraged participation in the Summer Promotion and Transit Month celebrations.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$10,353	\$72,647
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	No new updates this quarter. The City plans on distributing 90% of the remaining budget on e-bikes to qualified recipients.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$66,114	\$133,886
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Preferred alternative selected for Smart Corridor design and Mobility Hub. Drafting final Feasibility Study.	Aug 2022	Dec 2024	Jun 2025	\$200,000	\$0	\$166,844	\$33,156
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Have incorporated and addressed all comments into the Final Plan and aim to take it to the C/CAG November Board meeting and TA November Board meeting for plan acceptance.	Aug 2022	Nov 2024	Sep 2025	\$200,000	\$0	\$181,079	\$18,921



ACR/TDM Program
FY 2025 Q1 - Quarterly Status Report: July 1 - September 30, 2024

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	The Professional Services Agreement is still being negotiated between the City and the consultant. The Agreement is expected to be executed in November 2024. The project completion has been delayed due to staffing changes at the City and has been pushed to February 2026.	Aug 2022	Feb 2026	Sep 2025	\$0	\$100,000	\$0	\$100,000
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	The project has been completed in July 2024. Final reimbursement was submitted on October 16, 2024.	Aug 2022	Jul 2024	Dec 2025	\$0	\$72,000	\$56,396	\$15,604
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	Have drafted a report on findings and feedback from outreach efforts. Have conducted a presentation to the Redwood City Council sub-committee for Transportation and Mobility, and received input on project direction and recommendations.	Aug 2022	Feb 2025	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have completed the initial draft plan, and currently preparing a public draft plan for release in mid-October for public feedback.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$161,061	\$38,939

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.