



STAFF REPORT

City Council

Meeting Date:

5/13/2025

Staff Report Number:

25-070-CC

Study Session:

Provide direction on the five-year capital improvement plan

Recommendation

Staff recommends the City Council provide direction for developing the proposed five-year (2025-2030) capital improvement plan (CIP) and:

- Confirm or modify criteria used to identify and prioritize projects
- Provide feedback on the new funding requests
- Provide feedback on options to respond to the loss of federal grant revenues, which could include:
 - Delaying, phasing, reducing the scope or canceling projects
 - Directing the use of other local funding sources to replace the lost federal funds

Policy Issues

The City Council adopts the CIP as part of the budget adoption process annually in June. The City Council held its annual priority-setting workshop March 22, which provided clarity on the use of city resources as well as prioritization of services and projects for the upcoming fiscal year (FY). City Council priorities are incorporated into the CIP each year based on available funding and resources. On April 15, the City Council approved the FY 2025-26 budget principles. The CIP will be presented to the City Council for adoption as part of the budget process in June.

For FY 2025-26, the City Council identified the following major priorities: climate action – mitigation, adaptation and resilience; downtown vibrancy; emergency and disaster preparedness; housing; and safe routes. Based on the City Council's priorities, projected fund balances and staff resources, staff has developed a draft CIP for the following five years (2025-2030) for the City Council's review and consideration.

Background

This five-year CIP outlines the vision for short- and long-range development, maintenance, improvement and building of new infrastructure assets to benefit residents, businesses, property owners and visitors, consistent with the City Council's priorities. It provides a linkage between the General Plan, various master planning documents and overall infrastructure needs. On Feb. 26, staff transmitted an informational update on the FY 2024-29 CIP (Attachment A). This included an overview and status update on each of the 66 funded projects in the \$108.57 million budget.

Funding

Projects rely on funding from various sources, including capital, enterprise and special revenue funds. Other sources of funding include grants from county, regional, state and federal agencies for specific types of eligible projects or programs. Due to changes at the federal level, the City did lose a grant and future tax

credits, which are discussed in more detail below. A list of grants is provided in Attachment B.

An annual transfer from the City's General Fund to the Capital Fund (approximately \$3.2 million with an annual inflationary adjustment) is intended solely for maintaining existing infrastructure in its current condition. The City has also typically transferred additional funding to support specific capital needs, including high priority infrastructure projects with significant community support such as sidewalks, the Housing Element and facility improvements. As General Fund levels have allowed, the average annual transfer, after including these additional projects, has averaged approximately \$4.86 million annually since 2018.

While the use of the General Fund is discretionary, enterprise and special revenues may only be used for specified purposes as dictated by law or administrative actions. Overall, the sources of funding for capital projects include:

- General Fund: Annual transfer to General Capital Fund
- Special Revenue Funds: Gas Tax, Road Maintenance and Rehabilitation Account, Transportation Impact Fee, Construction Street Impact Fee, Landfill Post-Closure, Recreation In-Lieu fees, Measure T recreation bonds, Downtown Public Amenity Fund, Community Amenity Funds, Heritage Tree In-Lieu Fees, Landscaping Assessment District for street-tree related sidewalk repairs, Downtown Parking Permits, Measure A & W (San Mateo County ½ cent sales tax for transit and traffic congestion relief projects)
- Enterprise Fund: Water

Analysis

Project prioritization strategy and criteria

City Council's priorities and recommendations from master plans guide the programming of capital projects. This allows for a strategic approach to identifying capital needs, while still allowing the flexibility to respond to other needs as they arise. As part of the development of the CIP, city departments assess on-going projects, review master plans and general needs and develop a list of projects for the following five years. Projects are scoped, cost estimates and preliminary schedules are developed, and funding sources are identified. The projects are prioritized annually using the evaluation criteria shown below, assessing available funding and staff resources. Once capital projects have been completed, operating costs are included in the respective operating budgets to support ongoing maintenance, where needed.

The master plans that guide the development of long-term infrastructure planning efforts (listed in alphabetical order), include:

- Bedwell Bayfront Park Master Plan
- Climate Action Plan
- Facilities Condition Assessments
- Green Stormwater Infrastructure Plan
- Information Technology Master Plan
- Parks and Recreation Facilities Master Plan
- Stormwater Master Plan
- Vision Zero Action Plan/Transportation Master Plan
- Water System Master Plan
- Zero Waste (trash, recycling and compost) Plan

The following evaluation criteria are then used to further prioritize and schedule projects:

- Public health and safety/risk exposure
- Infrastructure protection
- Relationship to adopted plans, such as the General Plan and its elements (e.g., Circulation, Environmental Justice, Safety, Noise, and Open Space and Conservation)
- Funding availability, cost / benefit, impacts on operating budgets and ongoing maintenance needs
- Capacity to deliver/impacts to other projects
- Population served
- Ability to reduce greenhouse gas emissions and support the City's Climate Action Plan
- Community/commission support
- Economic development
- External requirements

New funding requests for FY 2025-26

Using the criteria for prioritization, the proposed CIP was developed for FY 2025-26. Table 1 below summarizes the proposed new funding requests by topic area, rounded to the nearest \$10,000. The proposal includes approximately \$19.1 million in new funding requests for the upcoming year from all funding sources to fund 63 projects. Approximately \$79.6 million is proposed to be carried over from projects previously funded and in progress. Of the new funding requested, approximately \$4.3 million is from the General Capital Fund. The new funding requests focus on existing projects that are in construction, have final designs completed, or are intended to replace infrastructure that is in poor condition, such as the City's roadways as described in the City's 5-Year Street Maintenance Plan (Attachment C). For FY 2025-26 year, designs will be initiated for the annual slurry seal, Bay Road, and Pierce Road street maintenance projects later this year. Each of the projects will be bid as stand-alone packages for construction in summer 2026 due to their scale and complexity. A list of the CIP projects and funding requests is included in Attachment D. Grant funding expected to be received in FY 2026-27 from the Metropolitan Transportation Commission Climate Program Implementation Electric Vehicle (EV) Charging Infrastructure program will offset the General Capital Fund expenditures by \$2 million.

Recent changes at the federal level have resulted in the cancellation of previously awarded grants. Earlier this year, the City awarded a \$5.3 million professional services contract for the engineering, design, environmental documentation, regulatory compliance, permitting and public outreach for the Menlo Park Strategy to Advance Flood protection, Ecosystems Restoration and Recreation along San Francisco Bay (SAFER Bay) project. The design focuses on 3.7 miles of levees and flood walls along the City's shoreline that would provide protection from a 100-year coastal flood event (an event that has a 1% annual chance of occurring) in addition to 3.5 feet of sea level rise. In May 2023, the City was awarded a phased Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) grant program. Phase 1 in the amount of \$3.7 million was awarded for the engineering, design (up to 90%), environmental documentation, regulatory compliance, permitting and public outreach. Upon completion of Phase 1, Phase 2 funds in the amount of \$46.3 million would cover the final design and a portion of the construction costs. In addition, PG&E committed \$10 million and Meta committed \$7.808 million in local match funding. On April 4, the Department of Homeland Security announced the cancellation of funds not distributed to states would be returned to the U.S. Treasury or Disaster Relief Fund. Following that announcement, the California Governor's Office of Emergency Services informed the City that the Phase 2 funds were no longer available. Phase 1 funds are currently under review by FEMA and a determination on their availability will be made later this year. If FEMA determines that the Phase 1 funds are no longer available, the budget for the design effort will be impacted. Further discussion on funding needs is provided in the Impact to City Resources section below.

Included as a new capital project is the creation of a Slow Streets Program, the successor to the

neighborhood traffic management program. Intended to provide an opportunity for residents to request traffic calming and safety improvements on local streets, this program would be created by transferring available budget from the existing Transportation Minor project. While the City would continue to incorporate traffic enhancements in street resurfacing projects, a dedicated program would allow for the implementation of smaller, more immediate capital improvements.

Not included in the FY 2025-26 funding proposal at this time is \$4 million in funding needs for the Caltrain Quiet Zone Evaluation project. Set to implement grade crossing safety improvements at Ravenswood and Oak Grove Avenues needed to establish a quiet zone throughout Menlo Park, the project is in the final phase of design. While the project may be eligible for federal rail safety grants, which appear to be continuing based on the early federal budget outlines, there is significant uncertainty about any federal sources at this time. Staff has also previously submitted a congressional member designated project request for the construction, but that effort is pending the federal budget adoption which typically occurs late in the 2025 calendar year. At this time, there are two local funding sources that could cover some of the cost, including the Downtown Public Amenity fund (approximately \$2 million available) and the general capital fund which is oversubscribed. Staff recommends continuing to monitor the federal funding landscape and returning in the fall to confirm a funding strategy once final designs are completed and ready to advertise for bidding.

Staff is seeking City Council confirmation about the proposed new project requests and discussion on funding options for the construction of the Quiet Zone. City Council feedback in the CIP will be incorporated into the draft budget documents to be released later in May and considered for adoption by City Council in June. Further discussion on funding is included in the Impact to City Resources section below.

Table 1: Summary of capital project requests for FY 2025-26 by category

Category	New funding requested	Percent of total	General capital funding requested	Percent general capital funds
City buildings and systems	\$2,700,000	14%	\$1,820,000	42%
Environment	\$1,000,000	5%	\$1,000,000	24%
Parks and recreation	\$1,500,000	8%	\$0	0%
Stormwater	\$1,060,000	6%	\$1,060,000	25%
Streets and sidewalks	\$4,045,000	22%	\$375,000	9%
Traffic and transportation	\$3,281,000	18%	\$0	0
Water	\$5,100,000	27%	\$0	0
Total	\$18,686,000	100%	\$4,255,000	100%

Notes:

- 1) Environment category – MTC grant reimbursements will reduce general capital fund expenditures by \$2 million.
- 2) Traffic and transportation category does not include \$4 million in funding needs for construction of the Quiet Zone.

Impact on City Resources

The CIP is adopted annually through the budget adoption process. Direction from the City Council will be used to refine the proposed 2025-2030 CIP before adoption in June.

Current year / FY 2024-25 General Capital Fund budget shortfall

Recent changes at the federal level have resulted in the cancellation of grants and future tax credits

associated with clean energy. As part of the FY 2024-25 budget, \$2 million in tax credits introduced as part of the Inflation Reduction Act were expected from the renewable energy infrastructure currently under construction at the Belle Haven Community Campus. However, credits for renewable energy are being phased out by the federal government and will no longer be available. As discussed earlier, FEMA BRIC canceled \$46.3 million in Phase 2 construction funds for the Menlo Park SAFER Bay project and the \$3.7 million for design in Phase 1 is currently in review. It is unclear if the City will be able to retain the Phase 1 grant money. There were also unsuccessful grant funding efforts for the Urban Forest Management Plan (UFMP) and Smart Irrigation projects. Staff may adjust the scope of work for the UFMP due to the lack of grant funding or seek another funding source such as the Environmental Justice Program Implementation Fund. Due to the changes in revenue, there is a General Capital Fund budget shortfall (Table 2). If the FEMA BRIC Phase 1 funds do materialize, the shortfall would be reduced.

Staff are currently preparing year-end projections of revenues and expenditures for FY 2024-25, and initial analysis anticipates expenditure savings due to vacancies and employee turnover in budgeted positions. The City Council may consider addressing the General Capital Fund shortfall by allocating year-end expenditure savings toward capital project needs. Note that savings in any given FY present a one-time injection of project funding, and cannot be relied upon for ongoing capital needs. For the High Voltage Streetlight Conversion project, for example, additional budget may be needed at the time of the construction award, which is anticipated to be presented to City Council on the second meeting in June.

FY 2025-26 General Capital Fund Proposed Budget

As noted earlier, the proposed funding requests focus on existing projects that are in construction, have final designs completed, or are intended to replace infrastructure that has failed. With the proposed funding needs, the FY 2025-25 General CIP budget is expected to have a shortfall as shown in Table 2.

Table 2: General Capital Fund budget			
	FY 2024-25 (adopted)	FY 2025-26 (proposed)	Comments
General Capital Fund Balance	\$32.8 million	\$15.4 million	FY 2025-26 balance is FY 2024-25 balance minus expenditures
General Capital Budget	\$41.2 million	\$28.0 million	FY 2025-26 is \$23.7 million in carry-over budget, plus \$4.3 million in new requests for existing projects
Shortfall	(\$8.4 million)	(\$12.6 million)	
General Fund Transfer to General Capital Fund		\$4.9 million	Assumes an increase in transfer from \$3.2 million to the actual average of \$4.86 million for FY 2025-26. Rounded to \$10,000.
Grants		\$2.0 million	MTC grant will be received in FY 2026-27
Projected shortfall		(\$5.7 million)	If FEMA Phase 1 grant is received, shortfall would be reduced

City Council feedback and next steps

To address the budget shortfall, the following options are presented below for City Council’s consideration:

- *Other funding sources:* One option is for City Council to consider the use of other funds to budget CIP projects.
 - Emergency contingency or economic stabilization reserves – These funds are set aside for emergency conditions or in times of economic uncertainty, and could be used to fund some or all of the shortfall created by the loss of federal funds.

- Bayfront Mitigation Fund - This was established to account for the collection of special assessments related to the City's Bayfront area and has approximately \$8 million in fund balance. This fund could be used to cover a portion of the SAFER Bay expenses if the FEMA BRIC Phase 1 funds are canceled. By continuing to fund the design, the project would be shovel ready for future grant opportunities.
- Environmental Justice Program Implementation Fund – Established by City Council in 2024, this fund has approximately \$1 million in balance and could fund a portion of the Urban Forest Management Plan to cover the scope of work focused on the Belle Haven neighborhood.
- *Delay or cancel projects:* By canceling or delaying projects, budgeted General Capital Fund money could be released to address the shortfall.
 - City Buildings Minor - This ongoing program consists of capital improvements that extend the useful life of the City's buildings. The project currently holds approximately \$0.9 million in budget to cover exterior and interior painting of a number of buildings. Some of the work could be canceled and planned for a future date to make \$0.5 million available.
 - SAFER Bay – By canceling the SAFER Bay project, the City could recover approximately \$3.6 million (carryover budget from FY 2024-25 and the new funding request for FY 2025-26). If this option is selected, the City would forgo the FEMA BRIC Phase 1 grant and return matching funds provided by PG&E and Meta. Since the project is in design, the City would have to assess future grant opportunities to resume the work and the preparation of the environmental documents. The project would also not be shovel ready for construction grant opportunities funds in the near future.
 - Aquatic Center Improvements – This ongoing program is intended to extend the useful life of the Burgess and Belle Haven pools and currently holds approximately \$0.9 million in budget. Some of the work could be planned for a future date to make \$0.5 million available.
- *Unmet Funding Needs*
 - Quiet Zone - It is estimated that \$4 million are needed for construction of the work, which would be planned for summer 2026 if funded. Staff recommends continuing to monitor the federal funding landscape and returning in the fall to confirm a funding strategy once final designs are completed and ready to advertise.
 - San Francisquito Creek Reach 2 project – Not included in the CIP is funding for the design and construction of this flood control project, which is likely to cost over \$150 million. The Reach 2 project focuses on the San Francisquito Creek segment upstream of Highway 101 up to Middlefield Road and would provide flood protection from the 70-year event. Once the preferred option is selected, the SFCJPA and member agencies will evaluate funding opportunities for the construction of the flood control effort. The City's contribution toward the Reach 2 project would be determined at a future date.

Five-year CIP outlook

The five-year CIP identifies a number of funding needs that will require financial planning and the evaluation of funding options for a number of projects, as described below. As outlined in a separate update to the City Council for the May 13 meeting, the City Council may consider an increase in the annual transfer from approximately \$3.2 million to \$4.86 million from the general fund to the general capital fund to support the upcoming needs which need dedicated funding.

Environment

- Burgess Campus Building Efficiency & Electrification - This project includes upgrades to electrify and improve the energy efficiency of the Burgess Campus including the Burgess Pool. The estimated cost to electrify the pool heating system is approximately \$6 million. Staff are currently evaluating options for retrofitting or replacing the heating system for the pool to better define the project needs and costs.

Stormwater

In addition to the SAFER Bay project and the San Francisquito Creek Reach 2 project as described above, longer term funding needs for stormwater infrastructure include:

- Stormwater Infrastructure - In 2023, the City finalized the Stormwater Master Plan, which identified improvements to the City's 46 miles of stormwater infrastructure to address capacity deficiencies and repair and replacement needs. The plan identified more than \$39 million in needed improvements. Unlike the City's drinking water system, there is no dedicated funding source for capital stormwater projects, which have relied primarily on the General Fund and grants. Staff will evaluate financing options to fund the improvement needs identified in the Stormwater Master Plan.

Transportation

With the City Council's adoption of the Vision Zero Action Plan in January 2024, staff will continue to implement critical roadway safety improvements and pedestrian and bicycle projects. Significant funding needs will be required to meet the City Council's priority of creating Safe Routes, as highlighted below.

- Middle Avenue Caltrain Crossing – The project consists of a new pedestrian and bicycle undercrossing of the Caltrain railroad in the vicinity of Middle Avenue to provide safer, more comfortable connection for residents, workers, and visitors connecting across the railroad tracks. Caltrain's project cost estimate increased significantly up to \$62 million. Staff has secured over \$20 million in funding for this project thus far, and will continue to apply for additional grant funding to address potential shortfalls. Staff has continued to work with Caltrain to select a contractor and design team. Once the team is selected, the next steps include developing and evaluating value engineering options to reduce costs.
- Caltrain Grade Separation – In 2023, City Council reaffirmed the selection of a hybrid grade separation of Caltrain (combined lowered road and raised rail) for Ravenswood, Oak Grove and Glenwood Avenues. Staff intends to continue coordinating with Caltrain to begin the environmental review and preliminary (30%) design work to advance the preferred concept and continue to work with the San Mateo County Transportation Authority on funding opportunities.

Water

- In 2018, Menlo Park Municipal Water (MPMW) finalized a Water System Master Plan that identified infrastructure needs and provided recommendations on capital expenditures. The five-year CIP includes improvements as recommended by the report, and anticipates a need of a total of \$60 million. The capital improvement needs include \$27 million in FY 2028-29 for a water storage reservoir and pump stations needed to provide sufficient operational, emergency, and fire flow storage needs for the lower and high pressure zones as identified in the Water System Master Plan. Additional money would be required for land acquisition and any necessary easements.
- The Water Fund does not have sufficient funds for the water storage and pump stations project. To fund this effort, staff will evaluate long-term debt options, such as a loan through the State Water Resources Control Board's Clean Water State Revolving Fund program or revenue bonds. Through the financing of this capital improvement, MPMW can fund the major project and spread the payments over a specified time frame.

Environmental Review

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§15378 and 15061(b)(3) as it has no potential for resulting in any direct or indirect physical change in the environment. Individual projects within the capital improvement program would continue to be evaluated individually under CEQA as the projects proceed.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

- A. Hyperlink – Staff Report #25-030-CC: menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/20250225/m3-20250225-cc-cip-2025-2029.pdf
- B. Grant funding summary and results of funding awards
- C. Hyperlink – Staff Report #25-021-CC: menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/20250211/i4-20250211-cc-five-year-street-maintenance-plan-update.pdf
- D. Project table including project status and descriptions

Report prepared by:
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Grant funding summary and results of awards for active projects	
Project name	Amount and source
2025 awarded	
Santa Cruz Avenue and Sand Hill Road Corridor Safety Improvements project	\$1,387,780 SMCTA-Measure A Bike/Ped Program
Sharon/Eastridge and Oak/Oak Knoll Safety Improvements project	\$450,000 SMCTA- Measure A Bike/Ped Program
Electric Vehicle Chargers at city facilities and Parking Plazas	\$2,300,000 MTC
Previously awarded	
	\$5,000,000 One Bay Area Grant Program
Middle Avenue Caltrain Pedestrian/Bike Undercrossing	\$4,000,000 Federal earmark
	\$1,000,000 Santa Clara County Recreational Mitigation Fund
SAFER Bay implementation	\$3,700,000 Phase 1 – Previously awarded, now under review \$46,300,000 Phase 2 - Canceled FEMA Building Resilient Infrastructure and Communities
Bedwell Bayfront Park Master Plan implementation (entrance improvements)	\$520,000 Priority Conservation Area grant
Chrysler Pump Station	\$5,000,000 FEMA Hazard Mitigation Program
Middle Complete Streets project	\$1,200,000 SMCTA – Pedestrian and Bicycle Program
Caltrain Grade Separation	TBD (est. \$1,500,000) SMCTA – Grade separation program
El Camino Real – Ravenswood Pedestrian Crossing	\$200,000 Alternative Congestion Relief and Transportation Demand Management Program
Willow Road/US 101 Interchange Landscaping	\$2,800,000 SMCTA – Highway Program
Automated Meter Reading	\$500,000 Department of Water Resources
Willow Road Pedestrian and Bicycle Improvements	\$3,500,000 SMCTA – Highway Program

Five Year Capital Improvement Plan Update							
City Building and Systems							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Building Exterior Improvements	This program includes roof replacements for the Arrillaga Family Gymnasium, Burgess Pool, Menlo Children's Center and other improvements as recommended in the Facilities Condition Assessment.	General Capital		\$215,000	\$300,000	\$500,000	<u>In Construction:</u> The roof replacements at City Hall and the Belle Haven Child Development Center have been completed. The Council Chamber roof will be replaced later this year.
City Buildings (Minor)	This ongoing program consists of capital improvements that extend the useful life of systems, equipment, and accessibility in all City buildings for projects over \$25,000. This program does not provide for the replacement or significant renovation of the City's facilities nor minor repairs. Planned projects for 2025 and 2026 include exterior and interior painting of City buildings and utility and mechanical upgrades.	General Capital		\$925,452	\$150,000	\$1,350,000	<u>Ongoing:</u> Painting is planned for 2025 and 2026.
Information Technology Master Plan and Implementation	This project will include findings of a pending assessment of the existing technology tools in use within the organization, which will result in a new IT Master Plan. Projects for 2025 and 2026 include end of life network equipment replacements/upgrades and enhancements, disaster recovery, cybersecurity enhancements, and replacement of soon to be end-of-life telephone system.	General Capital		\$1,413,031	\$500,000	\$2,500,000	<u>Planning:</u> The new IT Master Plan is under development.
Main Library Roof Replacement	This project would replace the ceramic tile roof, which is at the end of its life and leaking, with a composite shingle roof. This project is partially funded with a California State Library grant.	General Capital	Grant	\$418,520	\$0	\$0	Completed
BHCC Clean Infrastructure	This project includes installing microgrid (solar) canopies, battery backup system, and 27 EV Charging stations at the MPCC Main Campus and Kelly Field Lot. The project is design build and the City is working with Optony (EV consultant), Engle (contractor), and Meta.	General Capital	MPCC	\$800,000	\$0	\$0	<u>In Construction:</u> Solar canopy installation and EV chargers at Kelly Field lot and final commissioning of the microgrid are planned for early 2026.
City Buildings HVAC Modifications	This project modifies the heating, ventilation and air conditioning (HVAC) systems in the Arrillaga Family Recreation Center to address temperature fluctuations and equipment failure.	General Capital		\$0	\$520,000	\$520,000	<u>Completed:</u> HVAC improvements for the system that serves the police dispatch area and MPOE room were completed. <u>In Design:</u> HVAC improvements for the Arrillaga Family Recreation Center are in design.
Belle Haven Community Campus	In December 2019, the City Council received a proposal from Facebook (now Meta) proposing to explore funding and development of a new multi-generational community center and library located in Menlo Park's Belle Haven neighborhood, replacing the existing community center, senior center, youth center, pool house, and library facilities.	MPCC	Bayfront Mitigation	\$558,906	\$200,000	\$200,000	<u>In Construction:</u> The building was completed and is operational. Remaining major item include additional fencing.
Burgess Pool Building Renovations	This project is designed to address multiple concerns with the lobby of the Burgess Pool building, such as accessibility, the inadequate space of the transaction area and the high noise levels. The project includes the relocation of the entrance to the lobby and installation of automatic doors, redesign of the counter space, additional seating, installation of acoustical treatments and locker room and restroom renovations.	General Capital		\$665,000	\$0	\$0	<u>On hold:</u> The design was paused at 90% due to staffing capacity.
Fire Plan and Equipment Replacement for City Buildings	This project consists of fire alarm and security system modernization for City Hall and the Police Department, City Council Chambers, and Menlo Park Library.	General Capital		\$941,755	\$0	\$0	<u>On hold:</u> The design was finalized but has to be modified to reduce costs. Currently on hold due to staffing capacity.
Belle Haven Child Development Center zero net energy retrofit	To electrify the facility, this project includes the replacement of all natural gas equipment (five furnaces and one stove). The work will include an upgrade to the existing electrical infrastructure and improved ventilation and air conditioning (HVAC) systems with filtration.	General Capital	Communitywide Electrification Efforts	\$138,000	\$680,000	\$680,000	<u>Planning:</u> Evaluating options to upgrade and replace.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Corporation Yard Needs Assessment	Building on the Facilities Inventory and Maintenance Plan, the master plan will evaluate the functions and services provided at the Corporation Yard, which was built in the 1970s, and recommend the implementation of best management practices to improve office workflow, use of space, water and energy efficiency, parking, material storage and the fuel facility.	General Capital		\$93,146	\$0	\$0	<u>On hold</u> . The project is delayed due to staffing resources.
Police Radio Replacement	Current radio infrastructure for emergency dispatch uses copper wire which is at the end of useful life and failing daily - which impacts safety service delivery. The recommended system will use AT&T fiber optic ethernet circuits to the remote radio sites so all of the copper-wire T-1 circuits can be eliminated.	General Capital		\$0	\$350,000	\$350,000	Planning
			Subtotal	\$6,168,810	\$2,700,000	\$6,100,000	

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Environment							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate (formula)	FY 25-26	5 year Total	Status
Electric Vehicle Chargers at City Facilities	The project consists of the installation of electric vehicle charging infrastructure in city parking lots located at the City Council Chambers, Police Department, and Corporation Yard.	General Capital	Grant	\$1,328,573	\$1,000,000	\$1,000,000	<u>In Design</u> : The preliminary design was completed. The final design will be initiated later this year.
Burgess Campus Building Efficiency & Electrification	This project includes upgrades to electrify and improve the energy efficiency of the Burgess Campus including the following facilities: City Hall, Arrillaga Family Gymnasium and Recreation Center, Burgess Pool, Arrillaga Family Gymnastics, Menlo Park Library.	General Capital		\$236,000	\$0	\$6,880,000	<u>Planning</u> : Developing approach to implement.
Sea Level Rise Resiliency Plan	This project consists of the development of an Adaptation Plan for the City in accordance with Senate Bill 272 Sea level rise: planning and adaptation.	General Capital		\$110,000	\$0	\$0	<u>Planning</u> : Developing approach to initiate the adaptation / resiliency plan.
Smart Irrigation Infrastructure Project	The project will convert 42 manual irrigation sprinklers to advanced wireless smart irrigation system in the city-maintained parks and medians. The new system would include an interactive web portal and leak detection technologies to assist city staff to make efficient decision making and operation management. The new irrigation system is estimated to conserve 30 percent of the current water usage.	General Capital		\$621,500	\$0	\$0	<u>Planning</u> : The existing irrigation control system has now failed and grant efforts were not successful. Options for replacement are being evaluated.
Urban Forest Management Plan	The Urban Forest Master Plan is a document that will guide urban forestry in Menlo Park to maximize long-term climate, biodiversity and health benefits for the community and to ensure that urban forest management aligns with the City's strategic goals. This plan will highlight existing needs and resources and present recommendations to work toward a shared vision for a robust and equitable urban forest.	Heritage Tree Fund	Grant	\$500,000	\$0	\$0	<u>Planning</u> : Grant efforts for this effort were not successful. Evaluating prioritizing a smaller scope of work to begin development of the plan.
			Subtotal	\$2,796,073	\$1,000,000	\$7,880,000	

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Parks and Recreation							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate (formula)	FY 25-26	5 year Total	Status
Aquatic Center Improvements	This ongoing program consists of the implementation of capital improvements over \$25,000 intended to extend the useful life of systems, infrastructure and equipment at the Burgess and Belle Haven pools.	General Capital		\$998,336	\$0	\$400,000	Ongoing
Park Improvements (Minor)	This ongoing program consists of the implementation of capital improvements over \$25,000 intended to extend the useful life of systems, infrastructure and equipment in the City's parks. This program does not provide for the replacement or significant renovation of the City's park facilities nor minor repairs.	General Capital		\$266,815	\$0	\$1,200,000	Ongoing
Park Pathways Repair	The project replaces damaged pedestrian and bicycle pathways at parks and other locations. The five year plan includes Burgess, Nealon, and Stanford Hills Parks and bicycle / pedestrian path along Alpine Road. Future year repairs will be prioritized based on priority.	General Capital		\$685,080	\$0	\$1,600,000	Ongoing: Concept repair plans have been developed for Alpine Rd. and Nealon Park. Currently developing cost estimates and assessing funding, priorities, and staff resources.
Park Playground Equipment	This project addresses playground improvements prioritized in a 2015 comprehensive Playground Safety Inspection Report. In addition to meeting updated California Safety Standards, the new playgrounds may incorporate theme-based educational and interactive components as the budget allows. Playgrounds to be upgraded in the next five years include: Jack Lyle Park and Sharon Park.	General Capital	Recreation In-Lieu	\$700,071	\$0	\$2,000,000	Ongoing: Playground replacements delayed to staffing capacity.
Sport Court Maintenance	This program is ongoing and focuses on the implementation of adequate maintenance practices (i.e. crack repair and court resurfacing) to extend the useful life of the City's sport courts. The program follows a maintenance schedule that includes the full reconstruction of every court every twelve years. Improvements to mitigate noise are also included in this program.	General Capital		\$505,041	\$0	\$400,000	Ongoing: Burgess Park and Willow Oaks Park tennis court improvements were completed in summer / fall 2024. Repairs at La Entrada are in planning.
Sport Field Renovations	The project includes turf replacement, drain cleaning and field leveling of the sport fields managed by the City. Payments to the Menlo Park City School District for renovations of the Hillview School field in accordance with the City and Districts joint use agreement and maintenance obligations. Kelly Field turf replacement is budgeted separately. Planned for 2025 is the field renovation at La Entrada. In future years, this project also allows for the accumulation of funds in order to replace fields more often under the herbicide-free parks program.	General Capital		\$478,571	\$0	\$800,000	Ongoing: La Entrada field renovations were completed in 2024.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Bedwell Bayfront Park Collection and Leachate Systems Repair	This project improves existing gas collection and leachate systems serving the former landfill at Bedwell Bayfront Park and includes several phases. Replacing gas extraction wells and installing a new leachate pumping system to comply with best management practices are included to increase methane capture and reduce greenhouse gas emissions.	Landfill Post		\$847,097	\$1,500,000	\$3,750,000	<u>Planning</u> : Major improvements to the gas and leachate systems were completed this year. The next phase to address electrical upgrades and piping is being planned.
Kelly Park Turf and Track Replacement	This project consists of the replacement of the turf field and track at Kelly Park, which is at the end of its useful life. The work will also include the design and installation of shade structures.	General Capital		\$1,939,527	\$0	\$0	<u>On hold</u> : The design for the field replacement is in the final phase, but on hold due to the BHCC work on the microgrid. Construction will follow in 2026 after the completion of the microgrid, which includes the installation of solar panels and EV charging facilities at the Kelly Park parking lot.
Belle Haven Park Improvements	This project would begin the process of identifying and implementing park improvements in the Belle Haven neighborhood, including Karl E. Clark and Hamilton Parks and a new pocket park on city-owned land on Willow Road near Pierce Road.	Community Amenities		\$1,300,000	\$0	\$4,000,000	<u>On hold</u> : This project is on hold due to staffing resources.
Bedwell Bayfront Park Entrance Improvements	This project consists of the implementation of capital improvements recommended in the 2017 Bedwell Bayfront Park Master Plan. The improvements are necessary to improve services to the high number of park users and to address aging infrastructure and incorporate sea level rise protection.	General Capital	Grant	\$1,095,745	\$0	\$320,000	<u>In-Design</u> : The first phase of this effort is in preliminary design and will focus on trail improvements in the vicinity of the entrance.
			Subtotal	\$8,816,283	\$1,500,000	\$14,470,000	

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Stormwater							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate (formula)	FY 25-26	5 year Total	Status
Chrysler Pump Station	This project involves the design and construction of a new Chrysler Stormwater Pump Station. The existing facility was originally built in 1958 and has reached the end of its useful life. The improved facility will provide flood protection to sections of the Bayfront area, which include the Menlo Gateway buildings and a part of the Meta (formerly Facebook) Campus site. The City has been awarded a grant from the Federal Emergency Management Agency (FEMA) which would reimburse the City for \$5M towards the general capital fund.	General Capital	Grant	\$2,560,783	\$250,000	\$250,000	<u>In Construction</u> : The facility is currently in construction and is planned for completion in early 2026.
San Francisquito Creek Upstream of 101 Flood Protection	The second of two projects, the effort being led by the San Francisquito Creek Joint Powers Authority focuses on improvements to creek sections located upstream of U.S. Highway 101 to protect communities in the City and the cities of Palo Alto and East Palo Alto from an event similar to the flood of 1998.	General Capital		\$37,681	\$0	\$3,400,000	<u>Planning</u> : A review of improvement options are currently in development. A preferred option will be selected later this year for design.
SAFER Bay Implementation	The Strategy to Advance Flood protection, Ecosystems Restoration and Recreation along San Francisco Bay (SAFER Bay) project is a multi-jurisdictional and public-private collaboration to protect communities and critical infrastructure from sea level rise and tidal flooding in the cities of Menlo Park and East Palo Alto. The project would use levees, floodwalls and nature-based strategies to protect the City's Bayfront and Belle Haven neighborhoods from a 100-year coastal flood event (an event that has a one percent annual chance of occurring) plus 3.5 feet of sea-level rise.	General Capital	Grant	\$2,876,453	\$810,000	\$2,330,000	<u>In Design</u> : The design was initiated in March.
San Francisquito Creek Stabilization	The project is located along the San Francisquito Creek near the existing trail system that connects Alma Street to El Palo Alto Park. The scope of work includes stabilizing the side slope of the creek for erosion control during the rainy season. The project is being led by Caltrain in conjunction with Menlo Park and Palo Alto.	General	SB1	\$1,158,000	\$0	\$0	<u>In Design</u> : The design is in its final phase and will be completed later this year.
Trash Capture Device Installation	This project proposes the installation of small scale full trash capture devices at hot spots to meet State Water Board requirements for 100% Trash Load Reduction by 2025.	General Capital		\$30,000	\$0	\$0	<u>Completed</u>
Storm System Funding Study	The Storm System Funding Study will make recommendations to pay for capital improvements identified in the Stormwater Master Plan to address surface water collection, operations, maintenance, treatment and storage requirements. It will evaluate future revenues and expenditures and identify an approach to fund improvements. It will also consider new regulations introduced in the updated regional stormwater permit order, which expand stormwater regulatory requirements and will have additional costs on city operations.	General Capital		\$109,765	\$0	\$230,000	<u>On hold</u> : This project is on hold due to staffing resources.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
San Francisquito Creek Maintenance	The scope of work includes the implementation of erosion control measures and repairs to San Francisquito Creek, including bridges, to mitigate damage from storm events.	General Capital		\$0	\$0	\$250,000	<u>On hold:</u> This project is on hold due to staffing resources.
			Subtotal	\$6,772,682	\$1,060,000	\$6,460,000	

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Streets and Sidewalks							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate (formula)	FY 25-26	5 year Total	Status
Downtown Streetscape Improvement	This project plans and implements street furniture, landscaping, and streetscape improvements in the downtown area per the El Camino Real/Downtown Specific Plan. Since 2020-21, these funds are supporting the temporary street cafes and closure of parts of Santa Cruz Avenue between El Camino Real and University Drive to vehicle traffic.	General Capital	Downtown Public Amenity	\$477,515	\$0	\$0	<u>Ongoing</u>
Sidewalk Repair Program	This project consists of the removal of hazardous sidewalk offsets and the replacement of sidewalk sections that have been damaged by city tree roots in order to eliminate trip hazards. The project also includes roadway repairs including curb and gutter replacements and asphalt patch work. Work under this contract will be issued on an on-call basis. This project utilizes funds from the Landscaping Assessment District and the general capital fund.	Sidewalk Assessment	General Capital	\$11,745	\$600,000	\$3,000,000	<u>Ongoing</u>
Street Resurfacing Project	This project includes the selection of streets to be resurfaced or slurry sealed each fiscal year and utilizes a Pavement Management System to assess street conditions and assist in the selection process. This project enhances the City's roadway network, improves safety, and incorporates multi-modal transportation infrastructure per the 5-Year Street Maintenance Plan to the City Council. The plan serves as a blueprint to maintain the City's roadway pavement condition index over the next five fiscal years and can be adjusted as needs arise each year.	Const. Impact Fee	Highway Users Tax	\$2,492,795	\$1,845,000	\$10,425,000	<u>Ongoing</u> : The annual slurry seal project was completed in the fall of 2024. The resurfacing project for summer 2025 is currently in design.
High Voltage Streetlight Conversion	Three neighborhoods in Menlo Park have streetlights on high voltage series circuits, which are unreliable, prone to damage and cause frequent, widespread outages. This project would replace these circuits with updated electrical equipment to improve reliability of streetlights. The construction of first phase, in Suburban Park and Flood Triangle neighborhoods, is substantially complete. Planned for 2025 is the West Menlo project, followed by Linfield Oaks in 2026-27.	General Capital		\$1,565,256	\$0	\$2,000,000	<u>In Design</u> : The design for the West Menlo neighborhood has been finalized and will be bid later this year. Construction is anticipated in summer 2025, depending on PG&E coordination efforts. Solar powered units were considered for a pilot, but not deemed feasible due to cost and reliability.
Downtown Parking Lot Study	The project begins to implement project H.4.G (Prioritize Affordable Housing on City-owned Parking Lots Downtown), which promotes housing development on underutilized City-owned parking lots in downtown. As part of the first phase, the project would conduct a feasibility study to assess which parking lots are most suitable for residential development. The project also includes an assessment for downtown parking management.	General Capital		\$60,000	\$0	\$0	<u>Planning</u> : The feasibility assessment was completed. Public Works has a downtown parking management study underway that will be completed later in 2025.
Middlefield Rd Resurfacing	This project would resurface the portions of Middlefield Road (Woodland to Ravenswood) and include bicycle improvements, upgrades to the Middlefield/Woodland, Middlefield/Willow and intersections and Middlefield/Linfield-Santa Monica Avenue crosswalk.	Measure W		\$53,414	\$100,000	\$1,600,000	<u>Planning</u> : Design for transportation improvements to the area are in the conceptual phase. Public outreach is planned for later in 2025.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Sand Hill Tunnel Rehabilitation	This project assesses improvement options to retain the structural integrity of Sand Hill Road (at tunnel) near Sand Hill Circle.	General Capital		\$397,557	\$0	\$0	<u>On hold</u> : This project is on hold due to staffing resources.
Plaza 7 Renovations	This project provides needed improvements at Parking Plaza 7 including asphalt pavement rehabilitation, storm drainage, lighting, landscaping, and electrical vehicle chargers.	Downtown Parking Permits		\$1,949,527	\$0	\$0	<u>In Design</u> : The first phase of the design effort has been initiated and includes surveying and the identification of existing utilities.
Plaza 8 Renovations	This project provides needed improvements at Parking Plaza 8 including asphalt pavement rehabilitation, storm drainage, lighting, landscaping, and electrical vehicle chargers.	Downtown Parking Permits		\$100,000	\$1,500,000	\$2,000,000	<u>In Design</u> : The first phase of the design effort has been initiated and includes surveying and the identification of existing utilities.
Utility Undergrounding	An undergrounding district provides framework to place overhead electrical and communication lines underground, which is consistent with the policy direction provided in the El Camino Real/Downtown Specific Plan and would be necessary for a potential future parking lot development downtown. Three utility undergrounding districts were adopted by the City in February 2020: downtown, Middlefield Avenue and Alma Street near Burgess Drive. This project would provide additional funds for the prioritization of these districts and to allow design work to progress. The construction phase of this project would be funded by Rule 20A funds.	General Capital		\$661,556	\$0	\$0	<u>On hold</u> : This project is on hold due to staffing resources. Options will depend on downtown housing planning efforts.
Welcome to Menlo Park Monument Signs	The project involves the design of "Welcome to Menlo Park" signs at approximately five key locations entering Menlo Park to further the City's brand as a desirable place to live, work and play. The proposed locations would include Sand Hill Road, Marsh Road, Willow Road, and both north and south ends of El Camino Real. The monument signs will meet the City's branding standards and comply with applicable Caltrans permitting requirements.	General Capital		\$0	\$0	\$180,000	<u>On hold</u> : This project is on hold due to staffing resources.
			Subtotal	\$7,769,365	\$4,045,000	\$19,205,000	

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Transportation							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate (formula)	FY 25-26	5 year Total	Status
Traffic Signal Modifications	This annual project provides funds to upgrade City traffic signals. Funds would be used to replace equipment nearing the end of its useful life, enhance signal phasing and timing, and upgrade existing signals to current standards. The funds provided will generally allow a complete upgrade of a single intersection or upgrades to components of approximately three signals per year. Projects will be prioritized for implementation through the Transportation Master Plan.	TIF		\$3,517,804	\$100,000	\$1,700,000	<u>Ongoing</u> : Upgrades of signal heads and battery backup systems are ongoing. Design of Willow/Coleman and Willow/Gilbert signals is underway.
Transit Improvements	The purpose of this project is to support development of transit options and improvements in Menlo Park. Improvements to bus stop amenities (benches, new signs, schedules and markings to guide shuttle users) will be installed through this project. This project also includes the City's match for the Shuttle Evaluation Study, for which the City was awarded a Caltrans Sustainable Planning Grant. The study will provide a comprehensive evaluation of the City's shuttle system.	TIF	Grant	\$0	\$0	\$0	<u>Planning</u> : The shuttle study was completed and accepted by City Council in 2024. Bus stop improvements are also on-going.
Transportation Projects (Minor)	This annual project supports small transportation projects such as minor crosswalk enhancements, bicycle lane gap closures, traffic signal modifications and sign/stripping installations and restores routine maintenance levels for more timely response to resident complaints. Projects will be prioritized for implementation through the Transportation Master Plan. Funding will help address issues identified through initiation of the safe routes to school program.	TIF	Measure A	\$827,211	\$0	\$800,000	<u>Ongoing</u> : See two new CIP projects for Sharon Rd./Eastridge Ave. and Oak Knoll Lane /Oak Ave.
Caltrain Grade Separation	In 2023, City Council reaffirmed the selection of a hybrid grade separation of Caltrain (combined lowered road and raised rail) for Ravenswood, Oak Grove, and Glenwood Avenues. The project would start the environmental review and preliminary (30%) design work to advance the preferred concept.	TIF	Grant	\$2,130,376	\$0	\$17,500,000	<u>On hold</u> : This project is on hold due to staffing resources.
Caltrain Quiet Zone Evaluation	This project would advance final design to implement grade crossing improvements at Ravenswood and Oak Grove Avenues needed to establish a quiet zone throughout Menlo Park. Improvements at Glenwood and Encinal Avenues would be completed as time and funding levels allow, and are not yet shown in this five-year plan horizon.	Downtown Public Amenity		\$45,000	\$0	\$0	<u>In Design</u> : The design will be finalized later this year.
El Camino Real Crossing Improvements	This project is designing and implementing improvements for east-west pedestrian and bicycle connections as identified in the El Camino Real Corridor Study. The project will implement improvements at Ravenswood Avenue in 2025. Improvements are under study or design at Roble Avenue, Santa Cruz Avenue, Oak Grove Avenue, and Encinal Avenue.	TIF	Grant	\$1,101,685	\$940,000	\$940,000	<u>In Design</u> : The design for improvements at Ravenswood was finalized. Construction planned for summer / fall 2025.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Middle Avenue Caltrain Crossing Study Design and Construction	This project would provide a grade-separated crossing under the Caltrain railway to create a pedestrian/ bicycle connection near Middle Avenue, between Alma Street near Burgess Park and El Camino Real at the plaza being developed as part of the Middle Plaza at 500 El Camino Real development. This project is supported by grants from SMCTA, the County of Santa Clara, the One Bay Area Grant program, and a contribution from the federal government as member-designated project by former Representative Eshoo.	TIF	Grant	\$7,307,439	\$0	\$10,000,000	<u>Planning:</u> A request for proposals was issued for the construction management / general contracting effort. Negotiations with the selected contractor were finalized. The scope of work for the design is currently underway and a design team will be selected. Value engineering efforts will be initiated later in 2025 once both the design and contractor are onboard. The purchase of right-of-way for the project was also finalized in 2024.
Middle Avenue Complete Streets Study	This project is implementing the City Council adopted plan to implement traffic calming and bicycle lanes along Middle Avenue, building on recommendations from the Transportation Master Plan. The bicycle lanes have been implemented as a pilot in fall 2023, with design of raised crosswalks, speed feedback signs, and other elements to follow. The pilot includes community engagement during the pilot. Between El Camino Real and University Drive, Stanford University was the responsible party for the pilot bicycle lanes implementation as an environmental mitigation measure (TRA-2.1) for the Middle Plaza (500 El Camino Real) project. This project is partially funded by a grant from SMCTA. Additionally, this project will resurface Middle Avenue from ECR to San Mateo Drive.	General Capital	Grant	\$146,769	\$0	\$0	<u>Construction:</u> Construction is planned for summer 2025.
Middlefield Road and Linfield Drive, Santa Monica Ave. Crosswalk Improvement	This project would evaluate and complete engineering design for crossing improvements at the Middlefield Road/Linfield Drive and Santa Monica Avenue intersections to improve bicycle and pedestrian safety at this location. This project effort would include coordination with Menlo Park Fire Protection District for emergency access considerations to Station 1 adjacent to the intersection. This project will be implemented with the Middlefield Road resurfacing effort.	Measure A		\$80,000	\$0	\$0	<u>Planning:</u> Concept improvements are being developed and will be included as part of the larger Middlefield project.
Willow/101 Interchange Improvements	Construction of the Willow Road/U.S. 101 interchange was completed in mid-2019. As a follow up to the interchange reconstruction, this funding would support the planning and design of landscaping to be installed in the project area. The landscaping design would be closely coordinated with Caltrans, who owns and has responsibility to maintain the majority of the project area; San Mateo County Transportation Authority (funding partner for the interchange construction); and East Palo Alto, since a portion of the interchange located within the boundaries of East Palo Alto.	Grant	Measure A	\$382,755	\$0	\$0	<u>In Design:</u> 90% plans were prepared in fall 2024. 100% plans are anticipated in spring 2025, and construction expected to begin later this year. SMCTA is expected to manage construction.
Willow Road Pedestrian and Bicycle Safety projects	This project would design and implement pedestrian and bicycle improvements on Willow Road between Bayfront Expressway and US 101, including a new pedestrian crossing at O'Brien Drive and Class IV separated bikeways on both sides of the street. This project would follow Caltrans recent work to repave Willow Road and make near-term improvements, including installation of buffered bike lanes and high visibility crosswalks.	TIF	Grant	\$422,405	\$1,450,000	\$3,100,000	<u>In Design:</u> Preliminary design and environmental documentation is underway, which is planned for completion later in 2025. The development of the final design will follow after Caltrans approval.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Sharon/Eastridge Oak/Oak Knoll Safety	This project improves safety for people biking and walking at two key safe routes to school intersections. At Sharon Rd. and Eastridge Ave., the improvements include accessible curb ramps and extensions, a high visibility crosswalk, and striping and signage enhancements. At Oak Ave. and Oak Knoll, the improvements include accessible curb ramps and extensions, traffic calming elements, a high visibility crosswalk, and striping and signage enhancements. The Project was awarded \$450,400 from the San Mateo County Transportation Authority Cycle 7 Pedestrian and Bicycle Program for the construction phase of the project.	TIF	Grant	\$0	\$530,000	\$530,000	<u>In Design</u> : The final design is underway. Awaiting funding agreements with TA for construction in 2026.
Santa Cruz Ave and Sand Hill Road Corridor Safety	This project improves safety for people biking and walking at key safe routes to school intersections. On Santa Cruz Ave. and the Sand Hill Road Corridor, the improvements include accessible curb ramps and extensions, high visibility crosswalks, and striping and signage enhancements. The Project was awarded \$1,387,370 from the San Mateo County Transportation Authority Cycle 7 Pedestrian and Bicycle Program for the construction phase of the project.	TIF	Grant	\$0	\$161,000	\$1,633,000	<u>In Design</u> : The final design is underway. Awaiting funding agreements with TA for construction in 2026.
Coleman-Ringwood Avenues Transportation Study	This study is being led by San Mateo County in partnership with the City of Menlo Park. The study area is Coleman Avenue from Willow Road to Ringwood Avenue and Ringwood Avenue from Bay Road to Middlefield Road. The study will develop preferred conceptual designs for Ringwood and Coleman Avenues through a robust community engagement process, including gathering and analyzing data, developing and applying evaluation criteria, and identifying improvements to active transportation, safety and mobility.	Measure W		\$73,754	\$0	\$0	<u>In Design</u> : City Council directed staff to pilot a bikeway on Coleman Avenue in the City, which requires the removal of parking on one side and the installation of stop signs on Coleman Avenue at Santa Monica Avenue. Implementation of the pilot is planned for August 2025.
Slow Streets Program	The successor to the neighborhood traffic management program, this project consists of priority traffic calming and safety improvements on local streets.			\$0	\$100,000	\$100,000	<u>Planning</u> : Developing program, which will be presented to the Complete Streets Commission and City Council later this year.
			Subtotal	\$16,035,198	\$3,281,000	\$36,303,000	

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Water							
Name	Description	Funding Source 1	Funding Source 2	Carryover estimate (formula)	FY 25-26	5 year Total	Status
Automated Meter Reading	This project will install smart meters that will automatically provide hourly water usage data. It will help detect water leaks, reduce water loss, and improve customer service.	Water Fund	Grant	\$357,119	\$500,000	\$500,000	<u>In Construction:</u> The majority of small residential meters have been replaced or upgraded. Large meters (2" or larger) are still pending and require an additional audit and the design for the Sand Hill Reservoir needs to be finalized. The automation for meter reading with the AMI system is planned for the end of 2025.
Water Main Replacement	Water main replacement project is an annual ongoing project that focuses on the design and replacement of the City's aging water supply system to ensure continued public health protection and system reliability. Using a condition assessment based on pipe age, material, size and hazards, sections of the water system that are most vulnerable to failure were selected for replacement and included in the 2023 Water System Master Plan Supplement. This project also involves the planning, design and implementation of water infrastructure improvements recommended in the 2023 Water System Master Plan to address fire flow capacity deficiencies identified throughout the Menlo Park Municipal Water service area.	Water Fund		\$2,910,767	\$2,000,000	\$6,500,000	<u>Ongoing:</u> The Continental Dr. water main replacement project was completed. Design is underway for water system improvements on Sand Hill Road.
Water System Improvements	This project will make various improvements to the water system such as those identified in the Water System Master Plan, such as the installation of blow offs, check valves, interconnections with Cal Water and Palo Alto, and improvements at the Sharon Heights Pump Station.	Water Fund		\$897,073	\$600,000	\$1,600,000	<u>Ongoing:</u> Planning improvements.
Water Storage/Supply	This project will help meet Menlo Park Municipal Water's goal to provide a total of 3,000 gpm as an alternative water supply for the lower pressure zone, via 2-3 wells. MPMWD developed a screening process (2010), gathered community input and evaluated potential well sites (2011), drilled two exploratory borings (2012), and ranked the sites (2013). The first well at the City's Corporation Yard was constructed in 2020. This project will include the design and construction of well #2 and well #3, if needed to meet the 3,000 gpm goal.	Water Fund		\$3,806,980	\$0	\$8,000,000	<u>Planning:</u> Three groundwater well sites were evaluated (Fire Station No. 1, SRI / Parkline, Willow Oaks School). Based on the data collected, a well at either Fire Station No. 1 or SRI / Parkline has the potential of supplying the remaining 1,500 gpm needed. The Willow Oaks School Field was determined not to be a feasible site. Next steps depend on the site assessment for a storage reservoir.
Reservoir No. 2 Roof Replacement & Mixers	The project involves the replacement of the roof on Reservoir 2, which is deteriorating and at the end of its life expectancy. The replacement would ensure continued public health protection and system reliability. This project also funds the purchase and installation of solar-powered mixers for Reservoir #1 and Reservoir #2 to improve water quality.	Water Fund		\$3,437,676	\$2,000,000	\$2,000,000	<u>In Design:</u> The roof replacement design is being finalized. Construction is planned for 2026.

Name	Description	Funding Source 1	Funding Source 2	Carryover estimate	FY 25-26	5 year Total	Status
Water Storage Reservoir and Pump Stations	This project will design and construct a water storage reservoir, in conjunction with design and construction of two booster pump stations to provide sufficient operational, emergency, and fire flow storage needs for the lower and high pressure zones as identified in the Water System Master Plan. The pump stations will provide sufficient operational, emergency, and fire flow storage needs for the lower and high pressure zones as identified in the Water System Master Plan.	Water Fund		\$653,000	\$0	\$31,000,000	Planning: Continuing to collect groundwater data to assess the feasibility of building an underground reservoir.
			Subtotal	\$12,062,615	\$5,100,000	\$49,600,000	
Note: Carry over estimates as of May 1, 2025			Total	\$60,421,026	\$18,686,000	\$140,018,000	