



STAFF REPORT

City Council

Meeting Date:

5/12/2026

Staff Report Number:

26-081-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 (2026-2031) 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 align project budgets, which could include:
 - Delaying, phasing, reducing the scope or canceling projects
 - Directing the use of other local funding sources

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 21, which helps inform 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 14, the City Council approved the FY 2026-27 budget principles. The CIP will be presented to the City Council for adoption as part of the budget process in June.

For FY 2026-27, the City Council identified the following major priorities: climate action (mitigation, adaptation and resilience), downtown vibrancy, housing, public safety 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 (2026-2031) 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 Apr. 14, staff transmitted an informational update on the FY 2025-26 CIP (Attachment A). This included an overview and status update on each of the 66 funded projects in the \$95.4 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. A list of grants is provided in Attachment B. As General Fund levels have allowed, the average annual transfer has averaged approximately \$4.86 million since 2018 to maintain

existing infrastructure and support high priority infrastructure projects with significant community support. At the June 10, 2025, public hearing on the FY 2025-26 budget, \$4.86 million in General Fund contribution to the General Capital Fund was included in the budget based on City Council direction. City Council also supported sustaining this higher transfer in future years.

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 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 2026-27

Staff are presenting a funding proposal that focuses on requests for existing projects that are in construction, have final designs completed, or are intended to replace infrastructure that is in poor condition. While there are shortfalls in a number of funding sources, the plan includes projects to fund while considering actions to address the shortfall and leave funds with a positive balance. A positive balance will enable the City to address uncertainties that may arise within this budget cycle. The strategy to address the shortfall is discussed in detail in the Impact to City Resources section.

The proposal includes approximately \$12.43 million in new funding requests for the upcoming year from all funding sources for 14 projects. For FY 2026-27, designs will be initiated for the street maintenance and water infrastructure projects later this year. A list of the CIP projects and funding requests is included in Attachment C. Table 1 below summarizes the proposed new funding requests by topic area, rounded to the nearest \$10,000.

General Capital Fund funding is requested for the following projects:

- CPB026 Building Exterior Improvements – \$300,000 in additional funding is required for the replacement of the Gatehouse roof, which is estimated to cost \$700,000. Remaining budget and new funds would be used for the construction. The City's costs could be offset through revenue from the lease agreement.
- CPC001 Information Technology Master Plan and Implementation – \$500,000 in additional funding is requested for the implementation of the IT Master Plan.
- CPR008 SAFER Bay Implementation – \$1,520,000 in funding is needed to finalize the design. In FY 2025-26, the project was funded partially due to impacts to the Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) grant program. At that time, we were uncertain if FEMA BRIC Phase 1 grant reimbursements on the design were going to be received. The budget requests were based on funding the design partially. However, the City has continued to receive the grant reimbursements and staff are also working on negotiations with META and Pacific Gas and Electric (PG&E) for contributions to the design. With the grant funding and amendments to the META and PG&E agreements, this funding request would be reimbursed.

The new funding requests also include an additional \$830,000 in Transportation Impact Fee funding to finalize the design for the CPT005 Middle Avenue Caltrain Crossing. The project consists of a new pedestrian and bicycle undercrossing of the Caltrain railroad in the vicinity of Middle Avenue and Burgess Park. The City has secured over \$20 million in funding for this project thus far, and staff will continue to apply for additional grant funding to address the \$34 to \$43 million construction cost shortfall. Staff are currently reviewing Caltrain's project management proposal to finalize the funding request. Efforts are also underway to apply for the Safe Streets and Roads for All (SS4A) Grant Program, which Caltrain will submit in collaboration with the City. With a shovel ready design, the project will be more competitive for grants.

For the CPT029 Caltrain Quiet Zone Evaluation project, the FY 2026-27 funding proposal includes \$250,000 from the Downtown Public Amenity Fund for studies required by the California Public Utilities

Commission and for consultant support to apply for a Federal Railroad Administration Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant. Set to implement grade crossing safety improvements at Ravenswood and Oak Grove Avenues needed to establish a quiet zone throughout the City, the project is in the final phase of design. The proposal does not include funding for the construction, which is estimated at \$5 million. At this time, there are two local funding sources that could cover some of the cost, including the Downtown Public Amenity fund (approximately \$1.4 million available) and the General Capital Fund which has a shortfall. Staff recommends continuing to monitor the federal funding landscape and returning later this year once the final design is completed and the project is ready to advertise for bidding.

Staff are also proposing new funding requests for CPS011 Sidewalk Repair Program, CPP020 Kelly Park Turf and Track Replacement, CPP003 Bedwell Bayfront Park Entrance Improvements CPB024 Menlo Park Community Campus Clean Infrastructure using other funding sources as described in the Impact to City Resources section. A budget transfer from CPP006 Park Pathways Repair is also being proposed for the new the Santa Cruz Avenue, Junipero Serra Blvd., and Sand Hill Rd. Bicycle and Pedestrian Access project. The budget transfer would not result in additional General Fund needs.

Not included in the CIP proposal is funding for the design and construction of the Sharon Park Pond Pump Station Replacement project and the resurfacing of Plaza 8. For Sharon Park, the pond pumping system continues to fail and significant improvements are needed, which could cost more than \$500,000. City Council could consider the use of Measure T Bonds for this effort. Additional funding is needed for the resurfacing of Plaza 8 (Plaza 7 has construction funds), which will be determined at the time of bidding later this year.

Staff is seeking City Council confirmation on the proposed new project requests. Feedback will be incorporated in 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 2026-27 by category

Category	New funding requested	Percent of total	General capital funding requested	Percent of general capital funds
City buildings and systems	\$1,070,000	8%	\$800,000	35%
Environment	\$0	0%	\$0	0%
Parks and recreation	\$820,000	7%	\$0	0%
Stormwater	\$1,520,000	13%	\$1,520,000	65%
Streets and sidewalks	\$4,260,000	34%	\$0	0%
Traffic and transportation	\$1,260,000	10%	\$0	0%
Water	\$3,500,000	28%	\$0	0%
Total	\$12,430,000	100%	\$2,320,000 (\$3,820,00 w/ staff salaries)	100%

Notes:

- Streets and sidewalks category does not include \$2 million in construction funding for the High Voltage Streetlight Conversion project and the resurfacing of Plaza 8.
- Traffic and transportation category does not include \$5 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 2026-2031 CIP before adoption in June.

City Council feedback and next steps

There are currently budget shortfalls in the General Capital, Traffic Impact Fee, and Menlo Park Community Campus funds. To address the budget shortfall, the following options are presented below for City Council's consideration. As noted earlier, actions are needed to address the shortfall and fund new requests, while leaving funds with a positive balance. A positive balance will enable the City to address uncertainties that may arise within this budget cycle. To address the budget shortfall, the following options are presented below for City Council's consideration.

- Delay projects: By delaying projects, General Capital Fund and Transportation Impact Fee money would be requested in the future to address the existing shortfall.
- Cancel projects: By canceling projects, budgeted General Capital Fund money could be released to address the shortfall.
- Other funding sources: One option is for City Council to consider the use of other funds to budget CIP projects.
- Budget reductions: Reductions to existing project budgets to address funding shortfalls allow or the opportunity to align funding needs with current staffing levels. By reducing project budgets, budgeted General Capital Fund money would be released. While reductions to existing budgets can offer temporary relief, many of the City's projects focus on improvements needed due to deferred maintenance. Additional future funding would be required to restore project budgets to maintain the City's infrastructure.
- Changes to the scope of work: There may be an opportunity to modify the scope of work of some projects to reduce construction costs.

General Capital Fund

The FY 2025-26 adopted budget includes \$34.2 million in projects funded through the General Capital Fund. In 2025, City Council authorized a General Fund transfer to the General Capital Fund for infrastructure needs and to address some of the budget shortfall. Despite the transfers, there is currently a \$4.8 million shortfall in FY 2025-26. Further actions are needed to address the current and future funding needs.

Delay due to unmet funding needs – Staff recommend monitoring and delaying the construction funding for the CPS013 High Voltage Streetlight Conversion project for the Linfield Oaks streetlight improvements to FY 2027-28. An estimated \$2 million in construction funds is needed for this project. The funding source for this project would need to be identified in the future.

Cancel projects – Approximately \$390,000 in budget could be released by canceling the CPS025 Sand Hill Tunnel Rehabilitation project. The Sand Hill Tunnel provides underground access for golf carts / members at the Sharon Heights Golf and Country Club (SHGCC) across Sand Hill Road. Although budget was previously identified for the assessment and repair of the tunnel, the City has no records indicating responsibility of the tunnel. The City will continue to coordinate with SHGCC on their necessary tunnel repairs in order to enable the City's resurfacing of Sand Hill Road.

Other sources of funding – City Council could consider other sources to fund the following new requests on the following projects:

- CPS011 Sidewalk Repair Program – The General Fund has typically contributed \$250,000 for this program as part of the required match for the Landscaping Assessment District (District). Recommended as part the City Council's request to order the levy and collection of assessments for the District, staff recommended the use of Gas Tax for this match instead. There are sufficient Gas Tax funds to sustain this for the next five years.
- CPP020 Kelly Park Turf and Track Replacement – \$500,000 in additional funding is needed for the design and installation of shade structures and athletic equipment. Staff recommend using the Bayfront Mitigation Fund for this work. The fund was established to account for the collection of special assessments related to the City's Bayfront area and has approximately \$7 million in fund balance.
- CPP003 Bedwell Bayfront Park Entrance Improvements – \$320,000 in additional funding is needed for the design and construction of the Phase 1 of the improvements. This project has \$520,000 in grant funding. City Council could consider using Bayfront Mitigation Fund money for this effort, which would be reimbursed by the grant.
- CPB024 Menlo Park Community Campus Clean Infrastructure – \$270,000 in additional funding are needed to complete the construction of the microgrid and solar array at the Belle Haven Community Campus. City Council could consider using Bayfront Mitigation Fund money for this effort.
- Sharon Park Pond Pump Station Replacement – As noted earlier, not included in the CIP is funding for the design and construction of the pump station replacement at Sharon Park, which could cost more than \$500,000. In 2022, City Council authorized the issuance of \$38 million in General Obligation Bonds under Measure T to renovate and expand the City's parks and recreation facilities. Measure T funding was used for the Belle Haven Community Campus, Burgess playground, Willow Oaks Park improvements and the Burgess Park Playground. As part of the bond allocation, approximately \$724,000 were planned to be used for the CPP008 Menlo Children's Center (MCC) Renovation evaluation and \$950,000 for the Bedwell Bayfront Park Entrance Improvements. The MCC effort has been on-hold and Phase 2 of the Bedwell Bayfront Park Entrance improvements is planned as a future effort that will incorporate sea level rise protection needs. Of the original bond issuance amount, \$12.7 million were allocated and \$2.7 million remain. City Council could consider using the remaining bond balance for the Sharon Park Pond Pump Station Replacement project and the MCC renovation evaluation.

Budget reductions – City Council could consider reducing existing budgets to allow for better alignment with staff resources. However, it is important to note that deferred improvements often lead to costlier capital expenditures.

- CPB002 City Buildings (Minor) – Reduce by \$300,000. 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 planned for a future date to make budget available.
- CPP001 Aquatic Center Maintenance – Reduce by \$500,000. This ongoing program is intended to extend the useful life of the Burgess and Belle Haven pools and currently holds approximately \$1 million in budget. Some of the work could be planned for a future date to make budget available. Large capital needs under this program include significant repairs to the Burgess pool deck. With the budget reduction, funding requests would be needed in the future years for larger projects.
- CPP009 Sport Field Renovations – Reduce by \$200,000. This ongoing program is intended to extend the useful life of the sport fields managed by the City. There is approximately \$400,000 in the budget. Some of the work could be planned for a future date to make budget available.
- CPS003 Utility Undergrounding – Release approximately \$500,000 in budget for this effort. In 2020, the

City created three utility undergrounding districts (downtown, Middlefield Avenue and Alma Street near Burgess Drive). This project was intended for design efforts to underground electrical and communications lines in these districts. The construction phase of this project would be funded by Rule 20A funds. Rule 20A has allowed PG&E to collect funds from customers for work credits that communities can use to underground overhead electric lines. Staff recommends reducing the project budget to address the budget shortfall. There is approximately \$6 million in Rule 20A funds that could be used to design and construct future projects. The fund expires on December 31, 2033. City Council may consider establishing an additional utility district for the use of these funds for the undergrounding of utilities at Plazas 1 and 3.

Table 2 summarizes the current General Capital Fund shortfall, prioritized new requests for FY 2026-27, grant funding awarded and the projected shortfall for FY 2026-27. Staff recommend that City Council consider the following detailed actions to reduce the current General Capital Fund shortfall.

Table 2: General Capital Fund budget shortfall		
	FY 2026-27 (proposed)	Comments
FY 2025-26 General Capital Fund shortfall	(\$4.5 million)	FY 2026-27 shortfall is FY 2025-26 fund balance minus budget
New requests for FY 2026-27	(\$3.8 million)	
Grants / Contributions	\$4.2 million	SAFER Bay Phase 1 grant FY 2026-27 Electric Vehicle Chargers MTC grant FY 2027-28
Shortfall	(\$4.1 million)	
Potential City Council Actions – shortfall offset	\$5.8 million	\$0.5 million by delaying and canceling projects \$1.5 million in budget reductions \$3.8 General Fund transfer
Unassigned balance	\$1.7 million	For use in future appropriations

Menlo Park Community Campus Fund

There is currently a \$700,000 shortfall in the CPB001 Menlo Park Community Campus Fund associated with expenditures incurred from the Belle Haven Community Campus and CPB024 Menlo Park Community Campus Clean Infrastructure projects. City Council could consider offsetting this shortfall with funding from the Bayfront Mitigation Fund.

Transportation Impact Fee Fund

The FY 2025-26 adopted budget includes \$17 million in projects funded through the Transportation Impact Fee Fund and has a \$3.9 million shortfall. Further actions are needed to address the current and future funding needs and are summarized in Table 3.

Delay projects – City Council could consider delaying the STT001 Caltrain Grade Separation and releasing \$2 million in budget. Due to regional funding shortfalls for grade separations, the City does not have access to funding for the design through the San Mateo County Transportation Authority for the grade separations at Ravenswood, Oak Grove and Glenwood Avenues. Staff recommend delaying the project to a future year, which would also release \$130,000 in General Fund money.

Other sources of funding – City Council could consider using \$423,000 in Measure A funds for the CPT032 Sharon/Eastridge Oak/Oak Knoll Safety and CPT033 Santa Cruz Ave and Sand Hill Road Corridor projects, reducing the shortfall. There are sufficient Measure A funds for this budget modification.

Table 3: Transportation Impact Fee budget shortfall		
	FY 2026-27 (proposed)	Comments
FY 2025-26 Transportation Impact Fee Fund shortfall	(\$3.9 million)	FY 2026-27 shortfall is FY 2025-26 fund balance minus budget
New requests for FY 2026-27	(\$0.8 million)	Middle Ave. Caltrain Crossing FY 2026-27
Grants / Contributions	\$2.9 million	Middle Ave. Caltrain Crossing SMCTA FY 2026-27 Middle Ave. Complete Streets SMCTA FY 2026-27 Developer Payments
Shortfall	(\$1.8 million)	
Potential City Council Actions – shortfall offset	\$2.4 million	\$2 million by delaying a project \$0.4 million from other sources of funding
Unassigned balance	\$0.6 million	For use in future appropriations

Measure A

Measure A was voter-approved and provides funding for pedestrian and bicycle projects, shuttle programs, and railroad/street grade separations Countywide. Sales taxes collected through Measure A are programmed based on a percentage per category. The City receives approximately \$1.2 million in funding a year. Measure A funds have been used for transportation capital projects and the shuttle program. These funds can also be used to satisfy match requirements for grant applications.

The City offers free shuttle services to connect the public to community destinations, such as senior facilities, the libraries, and downtown. The commuter shuttles serve the Marsh Road and Willow Road business parks from the Caltrain station during commute hours. Changes to the shuttle services were implemented earlier this year (Attachment D). The shuttle program is operated through a contract with a private shuttle vendor. SamTrans holds the contract with the shuttle vendor on behalf of the San Mateo County shuttle programs, including the City's. After a six-year contract with four optional one-year extensions, the contract expired in June 2025. SamTrans negotiated a two-year extension with the current vendor that will expire on June 30, 2027. Based on information provided by SamTrans, staff expects the operational costs to increase by 40% in FY 2027-28 due to increased labor costs and limited driver availability. Table 4 summarizes the program budgets for recent and future years.

The shuttle program is funded through several sources, including grants from City and County Association of Governments, SMCTA, the Metropolitan Transportation Commission's (MTC) Lifeline Grant Program, the City's Development Shuttle Fee and Measure A. On Feb. 24, City Council approved increases in Measure A funds for the operational costs related to the shuttle program. For FY 2026-27, Measure A funds are budgeted to provide \$160,000 in funding. For FY 2027-28, the costs are expected to increase by more than \$500,000 per year and the program is not expected to be competitive for SMCTA funds due to low ridership compared to other shuttle programs in the region. The shuttle program currently serves approximately 2,100 riders a month for an average cost per person of \$52. The average cost per person is expected to increase to \$74 with higher operational costs and potential loss in grant funding.

For the shuttle program to be sustained in its current form, \$1.4 million in Measure A funding would be required in FY 2027-28 due to the likely loss of grant funding, which is higher than the revenue the City receives annually. With increasing Measure A expenditures, there would be no availability for the funding of capital projects. City Council could consider prioritizing the use of Measure A funds for capital efforts by supporting changes to the shuttle program to reduce costs. Staff will return to City Council at a future date to discuss the shuttle options such as the following:

- Option 1: Retain existing routes with reduction in service to keep the operational costs at \$1 million. This option would result in significant changes to the shuttle schedule, reduce service and would require \$622,000 in Measure A funds.
- Option 2: Elimination of Marsh and Willow routes, reduction of service in Crosstown and Shoppers. Operational costs are estimated at \$573,000, requiring \$195,000 in Measure A funding.
- Option 3: Full elimination of existing routes and replacement with a ride-hail service, also known as Transportation Network Companies (TNCs). Under this option, the City could pilot a program for concierge services for seniors 65 and older or people with disabilities. The program would aim to target the Shopper's shuttle and some of the Crosstown shuttle ridership for a total of 300 one-way trips per month and a cost of \$94,000 a year.

Table 4: Program budget for FY 2025-28

Shuttle route ²	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Crosstown	\$441,192	\$629,100	\$629,100	\$878,340
Shoppers	\$76,178	\$185,800	\$185,800	\$258,920
Marsh	\$191,937	\$277,596	\$277,596	\$387,234
Willow	\$172,757	\$255,618	\$255,618	\$356,466
Total	\$882,066	\$1,348,114	\$1,348,114	\$1,880,960

¹The Program budget for FY 2025-28 includes operational costs, administrative costs, and marketing costs.

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.

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.

Stormwater

In addition to the SAFER Bay project described earlier, 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.

- CPR003 San Francisquito Creek Upstream of 101 Flood Protection (Reach 2) – 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.

Transportation

With the City Council's adoption of the Vision Zero Action Plan, 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 and seek funding for the Middle Ave. Caltrain Crossing and the Willow Road Pedestrian and Bicycle Safety projects. For CPT022 Willow Road Pedestrian and Bicycle Safety project, this project would design and implement improvements on Willow Road between Bayfront Expressway and O'Keefe Street, including new pedestrian crossings at Bay Road and O'Brien Drive, and Class IV raised separated bikeways on both sides of the street. The total project costs for the design and construction are estimated at \$16 million. Caltrans has completed the initial planning phase, and staff along with the consultant team and SMCTA is finalizing preliminary engineering, with the design phase to follow.

The City has received \$1.6 million in funding for the design and \$3 million for the construction from the SMCTA. The City has committed a match of \$3.4 million from Transportation Impact Fee funding, leaving a funding gap of \$8 million for construction. Staff are currently evaluating scope modifications to reduce the construction costs. An application for the Active Transportation Program – Cycle 8 grant program is also currently underway for the project, with additional grant opportunities forthcoming later in the year. Recent news on Meta's pause of the Willow Village project impacts this effort as required frontage improvements include a separated bikeway. With this pause, there would be no raised separated bikeway along the frontage until the development is built. The City's proposed design along the Willow Village frontage includes the placement of delineators on the existing at-grade bicycle lane, which were meant to be interim to allow for the future development project and now would remain in place for longer. Staff will return to City Council to discuss the next steps on this project.

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.
- The Water Fund does not have sufficient funds for the water storage and pump stations project. To fund this effort, staff has proposed an increase to water rates and 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 – April 14 Staff Report #26-053-CC:
www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2026-meetings/20260414/l2-20260414-cc-fy-2025-26-cip.pdf
- B. Grant funding summary and results of funding awards
- C. Project table including project status and descriptions
- D. Hyperlink – Jan. 13 Staff Report #26-004-CC:
www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2026-meetings/20260113/h3-20260113-cc-city%E2%80%99s-shuttle-update.pdf

Report prepared by:
Azalea Mitch, Public Works Director

Grant funding summary and results of awards for active projects 2025-26		
Project name	Amount and source	
Awarded		
Santa Cruz Avenue and Sand Hill Road Corridor Safety Improvements project	SMCTA-Measure A Bike/Ped Program	\$1,387,780
Sharon/Eastridge and Oak/Oak Knoll Safety Improvements project	SMCTA- Measure A Bike/Ped Program	\$450,000
Electric Vehicle Chargers at city facilities and Parking Plazas	MTC	\$2,300,000
Previously awarded		
	One Bay Area Grant Program	\$5,000,000
Middle Avenue Caltrain Pedestrian/Bike Undercrossing	Federal earmark	\$4,000,000
	Santa Clara County Recreational Mitigation Fund	\$1,000,000
SAFER Bay implementation	FEMA Building Resilient Infrastructure and Communities	\$3,700,000 Phase 1
Bedwell Bayfront Park Master Plan implementation (entrance improvements)	Priority Conservation Area grant	\$520,000
Chrysler Pump Station	FEMA Hazard Mitigation Program	\$5,000,000
Middle Complete Streets project	SMCTA – Pedestrian and Bicycle Program	\$1,200,000
El Camino Real – Ravenswood Pedestrian Crossing	Alternative Congestion Relief and Transportation Demand Management Program	\$200,000
El Camino Real – Ravenswood Pedestrian Crossing	Alternative Congestion Relief and Transportation Demand Management Program	\$200,000
Willow Road/US 101 Interchange Landscaping Design	SMCTA – Highway Program	\$5000
Automated Meter Reading	Department of Water Resources	\$500,000
Willow Road Pedestrian and Bicycle Improvements	SMCTA – Highway Program	\$3,500,000

Five Year Capital Improvement Plan Update						
City Building and Systems						
Name	Proposed Project Description FY 2026-27	Funding Source 1	Funding Source 2	Request FY 2026-27	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPB026 City Buildings (Major) Building Exterior Improvements	This program includes roof replacements for City facilities the Arrillaga Family Gymnasium, Burgess Pool, Menlo Children's Center and other significant exterior improvements as recommended in the Facilities Condition Assessment.	General Capital		\$300,000	\$700,000	<u>Construction:</u> The roof replacements at the Belle Haven Child Development Center and City Council Chambers were completed. <u>Planning:</u> Gatehouse roof replacement.
CPB001 Menlo Park 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.	Bayfront Mitigation Fund		\$0	\$0	<u>Design:</u> The instructional pool has continued to experience equipment issues, which are being evaluated. Other remaining items include additional fencing for noise abatement.
CPB002 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. Maintenance repairs below \$25,000 fall under the operating budget.	General Capital		\$0	\$800,000	<u>Ongoing:</u> Painting is delayed due to staffing capacity.
CPC001 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		\$500,000	\$2,500,000	<u>Planning:</u> Initiated the development of a new IT Master Plan. Projects for 2026/27 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.
CPB024 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), Engie (contractor), and Meta.	General Capital	Menlo Community Campus Fund	\$260,000	\$0	<u>Construction:</u> Solar canopy installation and EV chargers at Kelly Field lot and final commissioning of the microgrid are planned for later this spring.
CPB005 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	\$0	<u>On hold:</u> The design for the HVAC improvements for the Arrillaga Family Recreation Center are on hold due to staffing capacity.
CPB023 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		\$0	\$0	<u>On hold:</u> The design has not been finalized due to staffing capacity.
CPB003 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		\$0	\$0	<u>On hold:</u> The design has not been finalized due to staffing capacity.
CPB025 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.	Grant	General Capital	\$0	\$0	<u>Design:</u> The design is in the final phase. Construction is anticipated later this spring/summer.

STB001 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		\$0	\$0	<u>On hold:</u> The project is delayed due to staffing capacity.
			Subtotal	\$1,060,000	\$4,000,000	

Environment						
Name	Adopted Budget Project Description FY 2025-26	Funding Source 1	Funding Source 2	Request FY 2026-27	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPE002 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.	Grant	General Capital	\$0	\$0	<u>Design:</u> The design is in progress and will be finalized this fall. Construction is anticipated in late 2026 and early 2027.
STB007 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		\$0	\$6,880,000	<u>On hold:</u> Planning has not been finalized due to staffing capacity.
STE001 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		\$0	\$0	<u>Planning:</u> Partnered with Redwood City, Belmont, East Palo Alto, San Carlos and OneShoreline for the development of an adaptation plan. Obtained funding for the San Mateo County Southern Bayside Cities Shoreline Resilience Plan through SB-1.
CPE008 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% of the current water usage.	General Capital		\$0	\$0	<u>Construction:</u> The design for the replacement of 18 of the 34 irrigation controllers that serve the City's recreational spaces was finalized. Construction has begun and will be completed later this year. The remaining controllers that serve recreational and non-recreational spaces will be replaced as a future project.
STE007 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		\$0	\$0	<u>Construction (Plantings):</u> Released a request for proposals for tree planting in Belle Haven. Construction will begin later this year. Newly planted trees will be included into the Landscaping Assessment District and become part of the property levy to cover maintenance.
			Subtotal	\$0	\$6,880,000	

Parks and Recreation						
Name	Adopted Budget Project Description FY 2025-26	Funding Source 1	Funding Source 2	Request FY 2026-37	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPP001 Aquatic Center Maintenance (Annual)	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. <u>Maintenance repairs below \$25,000 fall under the operating budget.</u>	General Capital		\$0	\$400,000	<u>Ongoing</u>
CPP005 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. <u>Maintenance repairs below \$25,000 fall under the operating budget.</u>	General Capital		\$0	\$800,000	<u>Ongoing</u>
CPP006 Park Pathways Repair	The project replaces damaged pedestrian and bicycle pathways at parks and other locations. 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		\$0	\$800,000	<u>Ongoing</u>
CPP007 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		\$0	\$2,000,000	<u>Planning</u> : Updating playground condition assessment.
CPP010 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		\$0	\$300,000	<u>On hold</u> : Delayed to staffing capacity.
CPP009 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		\$0	\$700,000	<u>On hold</u> : Delayed to staffing capacity.
CPP002 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 Closure		\$0	\$1,500,000	<u>Design</u> : Electrical upgrades to the leachate pumping system are in design.
CPP020 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	Bayfront Mitigation Fund	\$500,000	\$0	<u>On hold</u> : Delayed to staffing capacity.

CPP021 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		\$0	\$4,000,000	<u>On hold</u> : Delayed to staffing capacity.
CPP003 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 / Bayfront Mitigation Fund	Grant	\$320,000	\$320,000	<u>Design</u> : Finalizing the design of trail improvements in the vicinity of the entrance that are part of Phase 1. Construction is planned for spring 2027.
NEW - Santa Cruz Ave., Junipero Serra Blvd., and Sand Hill Rd. Bicycle and Pedestrian Access	This project consists of the evaluation of options, design and construction of bicycle and pedestrian improvements along Santa Cruz Ave., Sand Hill Rd., and Alpine Rd and trail.	General Capital				<u>Design</u> : Currently in the preliminary design phase for options to address the failure of the Alpine Trail near Junipero Serra due to significant erosion along San Francisquito Creek. Funding to be transferred from CPP006 Park Pathways Repair.
			Subtotal	\$820,000	\$10,820,000	

Stormwater						
Name	Adopted Budget Project Description FY 2025-26	Funding Source 1	Funding Source 2	Request FY 2026-27	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPR002 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	\$0	\$0	<u>Construction</u> : The facility is currently in construction and is planned for completion this year.
CPR003 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		\$0	\$0	<u>Planning</u> : A review of improvement options are currently in development. A preferred option will be selected later this year for design.
CPR008 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 / Bayfront Mitigation Fund	Grant	\$1,520,000	\$1,520,000	<u>Design</u> : The design is underway for three of the City's reaches. The Draft Environmental Impact Report was released by the San Francisquito Creek Joint Powers Authority and is planned for certification later this year.
CPR006 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 Capital	SB1	\$0	\$0	<u>Design</u> : Caltrain has issued a bid for the project. Construction anticipated to begin in fall 2026.
STR003 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		\$0	\$250,000	<u>On hold</u> : Delayed to staffing capacity.
CPR004 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	\$100,000	<u>On hold</u> : Delayed to staffing capacity.
			Subtotal	\$1,520,000	\$1,870,000	

Streets and Sidewalks						
Name	Adopted Budget Project Description FY 2025-26	Funding Source 1	Funding Source 2	Request FY 2026-27	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPS004 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	\$0	\$0	<u>Ongoing</u> : Custom furniture order including a variety of tables, chairs, and benches from DuMor, Inc. is currently being fabricated for the City. The complete furniture order will be delivered as one shipment and will be installed this spring.
CPS011 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 to on an on-call basis. This project utilizes funds from the Landscaping Assessment District and the general capital fund.	Sidewalk Assessment	Highway Users Tax	\$600,000	\$1,000,000	<u>Ongoing</u>
CPS014 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	\$3,360,000	\$14,420,000	<u>Ongoing</u> : The annual slurry seal project was awarded and will be in construction this summer. Designs for Bay and Pierce Road are complete and staff are recommending the award of the contract for construction this summer. Sand Hill Road will be resurfaced and slurry sealed (see CPW010).
CPS013 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		\$0	\$2,000,000	<u>Construction</u> : West Menlo neighborhood improvements are in construction and will be completed later this year (pending PG&E coordination efforts).
CPS002 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 of downtown parking demand under existing and future conditions.	General Capital		\$0	\$0	<u>Planning</u> : Downtown parking management study underway and will be completed later in 2026.
CPS016 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.	Gas Tax	Measure W	\$300,000	\$1,530,000	<u>Design</u> : Design of the transportation improvements are in the preliminary phase. Public outreach is planned for later in 2026.
CPS025 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		\$0	\$0	<u>On hold</u> : This project is on hold due to staffing resources.
CPS006 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		\$0	\$0	<u>Design</u> : The design will be finalized later this spring for construction in the fall.

CPS007 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		\$0	\$0	<u>Design</u> : The design will be finalized later this spring for construction in 2027.
CPS003 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		\$0	\$0	<u>On hold</u> : This project is on hold due to staffing resources.
CPS023 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	\$180,000	<u>On hold</u> : This project is on hold due to staffing resources.
			Subtotal	\$4,260,000	\$19,130,000	

Transportation						
Name	Adopted Budget Project Description FY 2025-26	Funding Source 1	Funding Source 2	Request FY 2026-27	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPT007 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		\$0	\$1,200,000	<u>Ongoing</u> : Willow/Coleman and Willow/Gilbert traffic signal improvements were completed. City to reimburse 1350 Adams Court developer for the installation of a new traffic signal at University and Adams Dr. (approx. \$2M).
CPT008 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	<u>Planning</u> : Operational changes to shuttle schedules were implemented. Shuttle funding needs are under evaluation due to increasing costs.
CPT009 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	\$0	\$600,000	<u>Ongoing</u>
CPT004 Haven Avenue Streetscape Improvements	This project provides new pedestrian facilities and intersection upgrades on Haven Avenue, from Marsh Road to the Atherton Channel. The scope of work generally includes installation of new sidewalks, curb ramps, asphalt resurfacing, and traffic signal upgrades. The project will also install a new pedestrian bridge across Atherton Channel. This project is partially funded by grants from SMCTA, Caltrans and the state of California.	TIF	Grant	\$0	\$0	<u>Completed</u>
STT001 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	\$0	\$2,000,000	<u>On hold</u> : This project is on hold due to staffing resources and lack of regional funding.
CPT029 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		\$250,000	\$250,000	<u>Design</u> : The design is being updated to include comments by the California Public Utilities Commission. Additional funding is needed to finalize the design.
CPT003 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	\$0	\$0	<u>Completed</u> : Improvements at Ravenswood were completed in early 2026. Assessments on the Roble Avenue, Santa Cruz Avenue, Oak Grove Avenue, and Encinal Avenue crossings are on hold due to staffing capacity.

CPT005 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	\$830,000	\$830,000	<u>Design:</u> Design updated to 35% . An amendment to the Memorandum of Understanding with Caltrain is needed to proceed with the final design and provide additional funding. Current construction funding gap is approximaely \$40 million.
CPT031 Middle Avenue Complete Streets	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 will include 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	\$0	\$0	<u>Completed:</u> Project is substantially complete. Staff will return to City Council for direction on the Blake St. closure and Nealon Park frontage parking later this spring.
CPT006 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		\$0	\$0	<u>Planning:</u> Concept improvements are being developed and will be included as part of the larger Middlefield project.
CPT010 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	\$0	\$0	<u>Design:</u> Plans are finalized and out to bid. Construction expected to begin later this year. SMCTA will manage the construction.
CPT022 Willow Road Pedestrian and Bicycle Safety project	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	\$0	\$9,900,000	<u>Design:</u> Preliminary design was completed and environmental documentation is underway. The development of the final design will follow after Caltrans approval. The construction cost estimate exceeds available funding.
STT005 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		\$0	\$0	<u>Design:</u> The pilot was implemented. Staff will return to City Council later this year with the assessment and next steps.

CPT032 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 Road 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	\$0	<u>Design:</u> The design was finalized and bid as part of the Bay and Pierce Rd. improvements. Construction is planned for this summer.
CPT033 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 Avenue 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	\$180,000	\$1,652,000	<u>Design:</u> Preliminary design is underway.
CPT034 Slow Streets Program	The successor to the neighborhood traffic management program, this project consists of priority traffic calming and safety improvements on local streets.	Measure A		\$0	\$500,000	<u>Planning:</u> The Slow Streets Program was presented to City Council earlier this year. Adoption is planned for spring 2026.
			Subtotal	\$1,260,000	\$16,932,000	

Water						
Name	Adopted Budget Project Description FY 2025-26	Funding Source 1	Funding Source 2	Request FY 2026-27	Total 5 Year Planned FY 2026-31 to FY 2030-31	Status Update 2026
CPW001 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	\$0	\$0	<u>Construction:</u> The majority of the water meters have been replaced / upgraded. The automation for meter reading for public release is planned for early summer.
CPW010 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		\$500,000	\$7,600,000	<u>Ongoing:</u> Design was finalized for water system improvements on Sand Hill Road. The project also includes resurfacing and slurry seal treatment along the corridor. Construction is planned for summer.
CPW017 Water System Improvements	This project will make various improvements to the water system such as those identified in the Water System Master Plan. These include the following: Calwater Alma Interconnection, L Zone 12" Check Valve Hill SFPUC, L Zone 10" Check Valve Burgess SFPUC, Palo Alto Pope Chaucer Interconnection, Automated Blowoffs at Deadend Locations, Sharon Heights Pump Station VFDs.	Water Fund		\$0	\$1,000,000	<u>Ongoing:</u> Planning improvements.
CPW003 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. MPMW 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, with plans to perform final testing in 2024. MPMW has drilled monitoring wells (Willows Oaks Park and SRI parking lot) to determine groundwater levels over a 12-month period and exploratory wells (Willow Oaks school field, Fire Station No. 1, and SRI parking lot) to determine possible well yields. This project will also design and construct well #2 and well #3, if needed to meet the 3,000 gpm goal.	Water Fund		\$1,000,000	\$8,997,000	<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.
CPW009 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		\$0	\$0	<u>Design:</u> The roof replacement design is underway.
CPW015 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		\$2,000,000	\$28,500,000	<u>Planning:</u> Groundwater data to assess the feasibility of building an underground reservoir was collected at two locations (St. Patrick's Seminary and SRI). The next step is to finalize the selection of the location and initiate the design.