



City Council Meeting Agenda

Tuesday, September 8, 2026

City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

General order of Business

1. CALL TO ORDER
2. ROLL CALL
3. ITEMS BEFORE 7:00 PM
4. PLEDGE OF ALLEGIANCE
5. REPORT FROM CLOSED SESSION
6. SPECIAL PRESENTATIONS
7. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA
8. COUNCILMEMBER ANNOUNCEMENTS
9. CONSENT BUSINESS
10. PUBLIC HEARINGS - none
11. GENERAL BUSINESS
12. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF
13. MATTERS OF INTEREST/CLARIFICATION
14. ADJOURNMENT

City Council

Julia Mates, Mayor
Cathy Jordan, Vice Mayor
Robin Pang-Maganaris, Councilmember
Gina Latimerlo, Councilmember
Tom McCune, Councilmember
Anais Martinez Aquino, Administrative Service Director

Staff

Afshin Oskoui, City Manager
Scott Rennie, City Attorney
Ken Stenquist, Police Chief
Grace Castaneda, Finance Director
Kevin Kobayashi, Parks and Recreation Director
Edric Kwan, Public Works Director
Jozi Plut, City Clerk

MEETING ATTENDANCE:

Council meetings, unless otherwise noted, are broadcast live to Belmont residents on

1. Comcast Cable Channel 27
2. Streamed live via the City's website at www.Belmont.gov
3. ZOOM <https://belmont-gov.zoom.us/> Meeting ID: 95745673035
4. Attend the meeting in the Council Chambers, Belmont City Hall 2nd floor

PUBLIC COMMENT:

- Public in the Council Chamber present the Clerk a request to speak slip found at the table at the rear of the chamber.
- If participating virtually use the Raise Hand feature to request to speak.
 - For dial- in comments, call *67 1-(669) 900-6833 (your phone number will appear on the live broadcast if *67 is not dialed prior to the phone number)
 - enter **Meeting ID: 95745673035**, and press *9 to request to speak

All public comments are subject to a **3-minute time limit** unless otherwise determined by the Chair.

To submit a written public comment:

E-mail cclerk@belmont.gov before the Council discusses the item, noting the agenda topic or number in the subject line. Comments received up to three hours before the meeting will be distributed to the Council and included in the record but not read aloud during the meeting..

The Mayor has the authority to rule any speaker out of order, including speakers during the Public Comment period; If the subject raised is not within the subject matter jurisdiction of the City Council, during a public hearing or a general business item if the speaker is not presenting testimony or evidence relevant to the matter or if the speaker becomes disruptive to the proceedings and conduct of the meeting.

The Mayor also has the authority to order any person who willfully interrupts the meeting to be removed. All persons are expected to always conduct themselves with civility and courtesy. All persons giving comments shall speak directly to the Council and address issues, not individuals. Personal attacks, cursing and outbursts from the audience in support or opposition to a speaker are not tolerated to foster an environment where everyone feels welcome to speak.

LEVINE ACT:

The Levine Act (California Government Code Section 84308) limits campaign contributions that may be made to elected or appointed City officials (including councilmembers and the mayor) and certain candidates for elective city offices. The Act prohibits an agent of a party from contributing any amount to councilmember while a proceeding for a contract valued at \$50,000 or more, permit, license, or other entitlement for use is pending that does not solely involve purely ministerial decisions. The Act also prohibits parties and participants in the above entitlement proceedings from contributing more than \$500 during the proceeding and for 12 months after the proceeding and requires disclosure of the prohibited contributions. The Act prohibits certain officials, including local elected officials, from taking part in an entitlement proceeding if the official has received a contribution exceeding \$500 from a party or participant in the proceeding within the preceding 12 months. An official is also prohibited from accepting, soliciting, or directing a contribution exceeding \$500 from a party or participant in the proceeding for 12 months after a final decision is rendered in such a proceeding. The law is complex, and this brief description is not legal advice. If you or an agent have made any campaign contributions to a councilmember in the 12 months before a proceeding in which you have an interest or you are contemplating making a contribution within the 12 months after such a proceeding, you are urged to review the Levine Act and consider consulting an attorney. The California Fair Political Practices Commission (FPPC) is responsible for administering the Levine Act. More information about the Act and its implementing regulations can be found on the FPPC's website here: <https://www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html>

ACCESSIBILITY

If you need assistance to participate in this meeting, please contact the City Clerk at (650) 595-7413. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

AGENDA POSTING: I declare a copy of this agenda was posted at City Hall, One Twin Pines Lane, and the City's website www.Belmont.gov Date: _____ Time: _____ /s/:

City of Belmont
City Council Regular Meeting Agenda
September 8, 2026
City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

NOTICE REGARDING MEETING SCHEDULE

The City Council may meet prior to 7:00 PM for Study Sessions, Closed Sessions, or other Special Topics. All other business will commence at 7:00 PM as a time-certain agenda item.

1. CALL TO ORDER

2. ROLL CALL

3. ITEMS BEFORE 7:00 PM

A. CLOSED SESSION - 6:15 PM

1) Conference with Legal Counsel - Anticipated Litigation Significant exposure to litigation - Government Code Section 54956.9(d)(2): One case,
The City has received a communication from the Tamien Nation regarding the treatment and handling of culturally significant archaeological resources encountered during a City project. The City and the Tamien Nation have subsequently engaged in discussions regarding appropriate measures for the protection and handling of cultural resources, including monitoring and cultural resource handling services.

2) Conference with Labor Negotiators Government Code Section 54957.6 Unrepresented Employees: City Manager, City Attorney Designated Representatives: Julia Mates, Gina Latimerlo

B. STUDY SESSION - none

The public will have an opportunity to address the City Council concerning this item.

C. SPECIAL SESSION/OTHER TOPICS - none

ITEMS STARTING AT 7:00 PM

4. PLEDGE OF ALLEGIANCE

5. REPORT FROM CLOSED SESSION

6. SPECIAL PRESENTATIONS

A. Proclamation Designating September 2026 as Suicide Prevention Month

B. Proclamation Recognizing Carlos de Melo Community Development Director on his Retirement

7. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

This portion of the meeting is reserved for persons wishing to address the Body on any City matter not on the agenda. The period for public comment at this point in the agenda is limited to 15 minutes, with a maximum of 3 minutes per speaker. Speakers who requested but did not receive an opportunity to speak during this comment

period will be given an opportunity to address the Body later in the meeting. State law prohibits the Body from acting on non-agenda items.

8. COUNCILMEMBER ANNOUNCEMENTS

9. CONSENT BUSINESS

Consent business items are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion on these items unless a member or staff request specific items to be removed for separate action. The City Attorney will read the title of ordinances to be adopted.

A. Approval of Minutes

Recommendation: Consider modifications and approve minutes.

Attachments:

[Meeting Minutes July 14, 2026](#)

B. Fuel Delivery Services Agreement

Recommendation: Award a service agreement to Valley Oil Company for fuel delivery services to the City's Corporation Yard and generator site locations throughout the City and authorize the City Manager to negotiate and execute a three-year agreement, with an option for two additional one-year extensions.

Attachments:

[Staff Report](#)

[Resolution](#)

C. 2025 Sewer Rehabilitation Project – Notice of Completion

Recommendation: Adopt a resolution accepting the construction and authorizing the issuance of Notice of Completion for the 2025 Sewer Rehabilitation Project, City Contract Number 2025-636.

Attachments:

[Staff Report](#)

[Resolution](#)

D. Purchase of Parks & Recreation Passenger Van

Recommendation: Adopt a resolution authorizing 1) the City Manager to execute a contract for the acquisition of one Parks and Recreation van for a total amount not to exceed \$94,490, and 2) authorizing a budget appropriation of \$94,490 from the Fleet and Equipment Management Fund for the new van purchase.

Attachments:

[Staff Report](#)

[Resolution](#)

E. Central Square Community Development Software Agreement

Recommendation: Staff recommends that the City Council make a motion authorizing the City Manager to negotiate and execute an agreement with Central Square Technologies for a three-year term for the continued subscription and maintenance of the cloud-based software servicing the Community Development Department for an amount not to exceed \$269,073.25.

Attachments:

[Staff Report](#)

[Central Square Contract Renewal](#)

F. Contract Amendment No. 3 for ADU Resource Center of San Mateo County

Recommendation: Motion to authorize the City Manager to: 1) negotiate and execute Amendment No.3 to the Service Agreement with the ADU Resource Center to provide services for fiscal year 2026-27 for \$29,800; 2) execute contract renewals for up to two additional one-year terms with an annual cost escalator of 3% to 5% based on the Consumer Price Index, subject to annual budget appropriations; and 3) execute future agreements with a potential new fiscal agent, in the event that the ADU Resource Center transitions to a new non-profit or other entity.

Attachments:

[Staff Report](#)

[Performance Dashboard March 2026](#)

10. PUBLIC HEARINGS - none

11. GENERAL BUSINESS

General Business items are considered separately, typically in the order listed. The chair will call for public comment on each item when the body considers the item.

A. Central El Camino Real Multimodal Plan Presentation & Supporting Resolution for development of SamTrans/Caltrans Complete Street Improvements Project on El Camino Real

Recommendation: 1) Receive a presentation and update regarding the Central El Camino Real Multimodal Plan.

2) Adopt a resolution supporting SamTrans and Caltrans working with Belmont through the Caltrans project development process to plan, design, and implement complete street improvements on El Camino Real in Belmont.

Attachments:

[Staff Report](#)

[Resolution](#)

[Central ECR Multimodal Plan](#)

[Central ECR Multimodal Plan PPT](#)

B. Community Center Project Authorization of Design-Build Procurement, Evaluation of Delivery Options, and Direction to Explore a Project Labor Agreement

Recommendation: Staff recommends that the City Council adopt the attached resolution authorizing staff to establish a design-build delivery framework for the Community Center Project and to evaluate whether conventional design-build or progressive design-build provides the best delivery approach as the project definition, funding strategy, schedule, risk profile, and market conditions become clearer.

1) Authorize use of a design-build delivery method for the Community Center Project pursuant to applicable California Public Contract Code authority.

2) Authorize staff to evaluate conventional design-build and progressive design-build and recommend the approach that best serves the City's interests.

3) Authorize preparation of the applicable procurement documents, evaluation criteria, conflict-of-interest guidelines, bonding, insurance, and contract requirements.

4) Authorize staff to begin evaluating and, if appropriate, negotiating a project-specific Project Labor Agreement (PLA) in connection with the selected design-build delivery method.

5) Require any proposed PLA and the final design-build procurement strategy to return to the City Council for approval at the appropriate stage before the City is contractually committed

to construction.

Attachments:

[Staff Report](#)

[Resolution](#)

[Community Center Strategy PPT](#)

12. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

- A. **Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments**
- B. **Verbal report from City Manager**

13. MATTERS OF INTEREST/CLARIFICATION

Items in this category are for discussion and direction to staff only. However, Council/Board may take final action on an item if there is no need for additional staff analysis.

14. ADJOURNMENT

ADA Notice: If you require assistance to participate in this meeting, please contact the City Clerk at (650) 595-7413 in advance so reasonable accommodations can be arranged.

Agenda Materials: Meeting materials are available at www.belmont.gov. Documents distributed to a majority of the City Council, District Board, or Commission regarding agenda items will be available at the City Clerk's Office, One Twin Pines Lane, during normal business hours and at the meeting.

CITY OF BELMONT CITY COUNCIL REGULAR MEETING MINUTES
City Council Chambers, City Hall, One Twin Pines Lane, Belmont, California

July 14, 2026

- 1. CALL TO ORDER 6:00 PM**
- 2. ROLL CALL**
- 3. ITEMS BEFORE 7:00 PM**

A. CLOSED SESSION 6:05 P.M.

1.) Public Employee Performance Evaluation Government Code Section 54957(b) Titles: City Manager, City Attorney

RECESS: 7:00 PM TO REGULAR MEETING

B. STUDY SESSION - none

C. SPECIAL SESSION/OTHER TOPICS - none

ITEMS STARTING AT 7:05 P.M.

- 4. PLEDGE OF ALLEGIANCE**
Led by Mayor Mates.
- 5. REPORT FROM CLOSED SESSION**
City Attorney stated that Council recessed the closed session and will reconvene after the open business of the meeting.
- 6. SPECIAL PRESENTATIONS – none**
- 7. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**
Guliano Carlini provided comments on bicycle infrastructure.
- 8. COUNCILMEMBER ANNOUNCEMENTS**
Councilmembers provided information on upcoming events.
- 9. CONSENT BUSINESS**
 - A. Approval of June 23, 2026 Meeting Minutes**
 - B. Approval of May 2026 Monthly Financials**
 - C. Hill Street and El Camino Real Hawk Crossing Project (City Contract No. 2026-652) – Award of construction contract**
Resolution 2026-54 awarding a construction contract to Gruendl, Inc. dba Ray's Electric for the Hill Street and El Camino Real HAWK Crossing Project (City Contract No. 2026-652) in an amount not to exceed \$659,942, plus a 10% construction contingency, and authorizing the City Manager to execute the construction contract

- D. Belmont Village Bicycle Improvement Project – Notice of Completion**
Resolution 2026-55 accepting the construction work and authorizing the issuance of a Notice of Completion for the Belmont Village Bicycle Improvement Project, City Contract Number 2025-638
- E. 2025 Pavement Rehabilitation Project – Notice of Completion**
Resolution 2026-56 accepting the construction work and authorizing the issuance of Notice of Completion for the 2025 Pavement Rehabilitation Project, City Contact Number 2025-637
- F. 2026 Sanitary Sewer and Storm Infrastructure Repair Project – Design Contract**
Resolution 2026-57 authorizing the City Manager to negotiate and execute a Task Order with WHB Engineers for an amount not-to-exceed \$307,346 for the design of the 2026 Sanitary Sewer and Storm Infrastructure Repair Project
- G. 2027 Pavement Rehabilitation and Utility Improvement Project**
Resolution 2026-58 authorizing the City Manager to negotiate and execute a Task Order with Schaaf and Wheeler Consulting Civil Engineers in an amount not to exceed \$419,015 to provide design, bidding, and construction support services for the 2027 Pavement Rehabilitation and Utility Improvement Project
- H. Agreement with Pavement Engineering Inc. for construction inspection services for the 2026 Pavement Rehabilitation Project**
Resolution 2026-59 authorizing the City Manager to negotiate and execute an agreement with Pavement Engineering Inc. to provide construction inspection and materials testing services in an amount not to exceed \$258,730 for the 2026 Pavement Rehabilitation Project, and approve a \$100,000 budget transfer from the 2025 Pavement Rehabilitation Project to the 2026 Pavement Rehabilitation Project
- I. Parcel Map for SB-9 Urban Lot Split at Miramar Terrace – APNs 045-140-410 and 044-211-090**
Resolution 2026-60 approving the Parcel Map for an Urban Lot Split under Senate Bill 9 (SB 9) for the properties located at APNs 045-140-410 and 044-211-090 and accepting the dedication of an Emergency Vehicle Access Easement (EVAE), Ingress/Egress Easement, and Public Utility Easement (PUE)
- J. Revised Master Employee Pay Schedule – July 2026**
Resolution 2026-61 updating the City's Master Employee Pay Schedule to meet California Public Employees' Retirement System (CalPERS) requirements
- K. Approval of New and Revised Job Descriptions and Salary Ranges in the Parks and Recreation Department**
Resolution 2026-62 establishing the Recreation Coordinator II classification, formalizing the Recreation Specialist II classification, updating the Recreation Coordinator and Supervisor job descriptions and revising the salary range and job description for the Recreation Manager classification
- L. Server Replacement**
Resolution 2026-63 1) authorizing the City Manager to negotiate and execute the purchase of servers, equipment, implementation services, and 5-year support with

Nutanix for a total amount not to exceed \$400,000; and 2) authorizing a budget appropriation of \$380,000 from the Fleet and Equipment Management Fund and \$20,000 from the Belmont Fire Protection District Fund

M. Fiscal Year (FY) 2026-27 California Highway Patrol Cannabis Tax Fund Grant Program

Resolution 2026-64 authorizing the City Manager to submit and execute all necessary grant documents upon approval of its application for the FY 2026-27 California Highway Patrol Cannabis Tax Fund Grant for a total award of \$78,774.74, making grant performance and funding commitments, and appropriating \$78,774.74 grant revenue and associated expenditures in the current FY 2026-27 budget related to the Cannabis Tax Fund Program

N. Fiscal Year (FY) 2026-27 Board of State and Community Corrections (BSCC) Proposition 64 Public Health and Safety Grant Program

Resolution 2026-65 authorizing the City Manager to submit and execute all documents necessary to accept and administer the FY 2026-27 through FY 2030-31 Board of State and Community Corrections (BSCC) Proposition 64 Public Health and Safety Grant in the amount of \$999,447, make all required grant assurances and commitments, and appropriate \$246,007 in grant revenue and corresponding expenditures in the FY 2026-27 budget

O. Authorization of Change Order No. 4 with InCharge Energy, Inc. and Supplemental Budget Appropriation for the EV Charging Stations Project (CIP No. 8090)

Resolution 2026-66 (1) authorizing the City Manager to negotiate and execute Change Order No. 4 with InCharge Energy, Inc. in the amount of \$77,559 for the EV Charging Stations Project (CIP No. 8090), increasing the total contract amount to \$423,927 and (2) approving a \$90,000 supplemental budget appropriation to CIP No. 8090, funded by Westlight Energy's EV Ready Incentive Program

P. 678 Ralston Ave and 951 Old County Rd. Loan Funding Agreement Amendment

Resolution 2026-67 Authorizing The City Manager To Negotiate And Enter Into A Loan Funding Agreement With CRP Affordable Housing And Community Development LLC Or Affiliated Entities Or Partners To Provide A Loan Of Up To \$1.5 Million For Construction Of An Affordable Housing Project At 678 Ralston Avenue And Approving A Supplemental Budget Appropriation Of \$1.5 Million From The Affordable Housing Fund

Resolution 206-68 Authorizing The City Manager To Negotiate And Enter Into A Loan Funding Agreement With CRP Affordable Housing And Community Development LLC Or Affiliated Entities Or Partners To Provide A Loan Of Up To \$1.5 Million For Construction Of An Affordable Housing Project At 951 Old County Road

Q. CSG Consultants, Inc. Building Plan Review Services – Task Order #3

Authorize the City Manager to negotiate and execute Task Order #3 with CSG Consultants, Inc. (CSG) for Building Plan Review Services for Fiscal Year 26-27 for a not to exceed contract amount of \$480,000

R. Amendment #1 to Service Agreement for Building Inspection Services from 4 Leaf, Inc.

Authorize the City Manager to negotiate and execute Amendment #1 to the Service Agreement with 4 Leaf, Inc. (4LEAF) to provide building inspection services for FY26-27 for \$180,000. This amendment would bring the total not to exceed cost for this contract to \$445,000

Public Comment provided by Leslie Wambach, and Guliano Carlini.

ACTION: On a motion made by Councilmember Pang-Maganaris and seconded by Councilmember Latimerlo, the Consent Business was approved by a roll call vote (4-1, Jordan recused on item 9I) this vote was concurrent with the BFPD consent agenda, separate minutes created.

10. PUBLIC HEARINGS - none

11. GENERAL BUSINESS

A. Citizen Initiative Community Center Tax Measure

City Clerk Plut provided an overview of the requested Council actions to adopt the resolution calling the election and, by motion, designate a two-member Council subcommittee to prepare and sign the ballot argument in favor of the measure, if requested by the proponents.

Public Comment provided by Alan Sarver, Sarah Delisle, Jim Howard, and Guliano Carlini.

Council discussion ensued.

ACTION: On a motion made by Councilmember Jordan and seconded by Councilmember Pang-Maganaris, **Resolution 2026-69** calling a General Municipal Election on Tuesday, November 3, 2026, to submit to the voters a proposed citizen initiative special tax measure, requesting that the San Mateo County Board of Supervisors consolidate the municipal election with the statewide election and authorize the San Mateo County Clerk to conduct all election services, and direct the City Attorney to prepare the impartial analysis of the measure was approved by a roll call vote. (5-0)

On a motion made by Councilmember Latimerlo and seconded by Councilmember McCune, Councilmember Pang-Maganaris and Mayor Mates were designated to a two-member Council subcommittee to prepare and sign, if requested by the proponents, the argument in favor of the measure and any rebuttal was approved by a roll call vote (5-0).

Councilmember Latimerlo recused herself from the next item due to the proximity of her residence to the project site and stepped down from the dais.

B. Belmont Harbor Industrial Area (HIA) Specific Plan Update

Deputy Community Development Director Russell presented an update on the Harbor Industrial Area (HIA) Specific Plan. The presentation included an overview of the Specific Plan foundation and guiding principles, land use and build-out assumptions, residential transition areas, design guidelines, a proposed Master Plan approach, community outreach efforts, and next steps.

Public comment provided by Jill Ellington, Sean Williams, Caroline Pyrz, Guliano Carlini, Carolyn Shepard, Leslie Wambach, Joseph LoCoco, Annie Chung, Taylor, Amey Shroff, Carissa Gomea, Anika

Councilmembers provided feedback on the proposed Residential Transition Areas, requesting additional definition and refinement of the concept. Council also commented on the proposed height and setback standards, design guidelines, and Master Plan approach. Staff will incorporate Council feedback into the draft Specific Plan prior to public review.

At this time Councilmember Latimerlo returned to the dais.

C. Designation of Voting Delegate and Alternate for League of California Cities Annual Conference September 23-25, 2026

City Clerk Plut explained that the League of California Cities requires each member city to designate a voting delegate for the Annual Conference. She further explained that the City Council may designate one voting delegate and up to two alternate voting delegates by motion and authorize the delegate to represent the City during the General Assembly. She noted that Mayor Mates and City Manager Oskoui are registered to attend the conference.

ACTION: On a motion made by Mayor Mates and seconded by Councilmember Latimerlo, the City Council designated Mayor Mates as the voting delegate and City Manager Oskoui as the alternate voting delegate by roll call vote (5-0).

12. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

A. Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments

Councilmembers reported on their assignments

B. Verbal report from City Manager

13. MATTERS OF INTEREST/CLARIFICATION

14. ADJOURNMENT: Mayor Mates honored the life and legacy of Belmont community leader Judy King, recognizing her decades of service to the community, including her leadership of the Belmont Park Boosters Summer Concert Series and her many years of volunteer service on City commissions and committees. The City Council adjourned the meeting in her memory, and a moment of silence was observed.

**Submitted by,
Jozi Plut, City Clerk**

DRAFT



STAFF REPORT

Meeting Date: September 8, 2026
Agency: City of Belmont
Staff Contact: Sean Prevette, Public Works, (650) 595-7465, sprevette@belmont.gov
Agenda Title: Fuel Delivery Services Agreement
Agenda Action: Resolution

Recommendation

Award a service agreement to Valley Oil Company for fuel delivery services to the City's Corporation Yard and generator site locations throughout the City and authorize the City Manager to negotiate and execute a three-year agreement, with an option for two additional one-year extensions.

Strategic Focus Area

Public Safety

Background

On March 23, 2021, the City Council authorized the City Manager to enter into an agreement with Valley Oil Company for a period of five years. On June 22, 2021, the City Council reviewed additional information provided by staff regarding the modification to the agreement language related to the amount paid by the City to Valley Oil Company. These modifications included the allowable mark-up for fuel products, removal of language related to the Consumer Price Index, and limitations for operational expenses based on the annual fiscal appropriations for the purchase of gasoline.

Since the expiration of the prior agreement in May 2026, Public Works staff have purchased gasoline and diesel for citywide use by requesting multiple quotes for each fuel purchase. While this approach has allowed the City to continue meeting its fuel needs, establishing a new service agreement will provide a more consistent and efficient procurement process while maintaining competitive pricing.

Analysis

The City purchased \$125,953.36 of fuel during fiscal year (FY) 2025-26 for fleet operations, including public safety vehicles, generators, and heavy construction machinery and equipment.

To obtain competitive pricing for ongoing fuel delivery services, the City issued a Request for Quotes (RFQ) to qualified service providers for fuel delivery to the City's Corporation Yard. The Corporation Yard provides fuel for vehicles operated by Public Works, Police, Community Development, and Parks and Recreation, as well as for generators located at sites throughout the City.

The City advertised the RFQ and received two bid packages by the August 17, 2026 bid deadline. Valley Oil Company was determined to meet the City's requirements and is deemed to be the lowest responsible and responsive bidder. Table 1 provides a summary of the fuel delivery services bids.



Table 1
Summary of Fuel Delivery Services Bids

Bidder	Base Bid Unleaded Gasoline, 87	Base Bid R99 Diesel	*Additional Sites
AAA Oil Inc.	+0.1583	+0.7000	+0.8500 Plus \$250.00 Delivery Fee
Valley Oil Company	-0.08	-0.04	+0.45

*Additional locations refer to the generator sites throughout the City that may require direct fuel delivery.

Fuel pricing under the proposed agreement is based on the San Jose OPIS (Oil Price Information Service) average daily price per gallon, a widely used published regional benchmark for wholesale fuel prices. Bidders proposed a fixed per-gallon adjustment to the OPIS price, with a negative adjustment representing a discount and a positive adjustment representing an amount added to the OPIS price. This allows the City's fuel cost to fluctuate with market conditions while maintaining the competitively established vendor adjustment for the duration of the agreement. The proposed pricing is based on a 24-hour notice for delivery.

Valley Oil Company's bid provides the City with the most favorable pricing among the responsive bids received for all three fuel delivery categories. In addition to providing competitive pricing, Valley Oil Company has provided fuel delivery services to the City for more than ten years and has been a responsive and responsible contractor in providing fuel to the Corporation Yard and other locations throughout Belmont.

As part of the procurement process, staff contacted multiple public agencies that currently utilize Valley Oil Company's fuel delivery services and received favorable feedback regarding its services and performance. Based on the competitive pricing, experience serving the City and other municipalities throughout the San Francisco Peninsula, and demonstrated service record, staff recommends awarding the service agreement to Valley Oil Company.

The proposed agreement does not establish a not-to-exceed contract amount. Fuel purchases will be made as needed based on the City's operational requirements and will be limited to the annual fuel appropriations authorized through the City's budget process. This approach allows the City to purchase fuel as needed while maintaining the competitively established pricing under the agreement.

Alternatives

1. Take No Action
2. Refer back to staff for more information



Attachments

None

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed:

Funding is included in annual fuel appropriation in the current fiscal year (Account No. 8639/ Gasoline throughout operating departments). Funding for subsequent years of the agreement term and optional extensions, if exercised, will be incorporated into the annual budget development process and contingent on the City Council budget appropriation.

Source:

Staff

Purpose:

Statutory/Contractual Requirement

Public Outreach:

Posting of Agenda

RESOLUTION NO. 2026 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AWARDING A SERVICE AGREEMENT TO VALLEY OIL COMPANY FOR FUEL DELIVERY SERVICES AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT

WHEREAS, the Police Department, Community Development, Parks and Recreation, Public Works, and other City departments purchase fuel for their fleets that allows them to perform their departmental operations; and,; and,

WHEREAS, in an effort to obtain competitive pricing, the City issued a Request for Quotes (RFQ) to qualified service providers for the delivery of unleaded and diesel fuel to the City's Corporation Yard and additional generator sites throughout the City; and,; and,

WHEREAS, the City received a total of two bid packages by the bid deadline; and,.

WHEREAS, fuel pricing under the agreement is based on the San Jose OPIS average daily price per gallon, with bidders providing a fixed per-gallon adjustment to the OPIS price; and,

WHEREAS, the City analyzed the bids received and determined that Valley Oil Company is the lowest responsible and responsive bidder, having submitted the most favorable bid, including a \$0.08 per-gallon discount from the OPIS price for Unleaded Gasoline, a \$0.04 per-gallon discount from OPIS price for R99 Diesel, and a \$0.45 per-gallon adjustment for deliveries to the additional generator sites; and,

WHEREAS, Valley Oil Company submitted a responsive bid in accordance with the requirements of the RFQ and has demonstrated its responsibility through many years of providing fuel services to the City; and,

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. : The City Manager is authorized to award a fuel contract to Valley Oil Company for fuel delivery services for a period of three years, with an option for two additional one-year extensions, consistent with the terms of the RFQ and Valley Oil Company's bid.

SECTION 2. Fuel purchases under the agreement are limited to the annual appropriation authorized in the City's fiscal year budget, Account No. 8639/Gasoline.

* * *

ADOPTED September 8, 2026 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney



STAFF REPORT

Meeting Date: September 8, 2026
Agency: City of Belmont
Staff Contact: Bozhena Palatnik, Public Works, (650) 595-7463, bpalatnik@belmont.gov
Agenda Title: 2025 Sewer Rehabilitation Project – Notice of Completion
Agenda Action: Resolution

Recommendation

Adopt a resolution accepting the construction and authorizing the issuance of Notice of Completion for the 2025 Sewer Rehabilitation Project, City Contract Number 2025-636.

Strategic Focus Area

Infrastructure and Mobility

Background

The 2025 Sewer Rehabilitation Project included approximately 6,049 feet of sanitary sewer replacement, of which 4,365 feet was completed through trenchless technologies and 1,684 feet through open trench methods. The project also included sewer lateral reconnections, manhole replacements, approximately 200 feet of storm drainpipe replacement, and storm drain inlet replacements at various locations throughout the City.

On March 25, 2025, through Resolution No. 2025-22, the City Council approved the plans and specifications and authorized the City Manager to execute a construction contract with the lowest responsible and responsive bidder in an amount not to exceed \$2,330,000, plus a 10% construction contingency. The project was advertised on March 26, 2025, and received six bids on April 23, 2025. Following the competitive bidding process, the City entered into a construction contract with APB General Engineering Corporation, the lowest responsible and responsive bidder, for \$1,698,901, plus a 10% construction contingency.

Analysis

The Notice to Proceed was issued on June 26, 2025, construction commenced on July 7, 2025, and the project reached substantial completion on April 27, 2026.

The project rehabilitated sanitary sewer infrastructure at various locations throughout the City, addressing aging and deteriorated sanitary sewer mains, laterals, and manholes. The project also included targeted storm drain improvements. Completion of this work improves the reliability of the City's sewer and storm drain systems, eliminates likelihood of sanitary sewer overflows, and reduces ongoing maintenance needs and potential emergency repairs.

During construction, six change orders totaling \$116,845 were approved to address unforeseen conditions



related to utility and structure conflicts and changed soils condition. These changes were necessary to address conditions identified during construction and ensure the project improvements were completed as intended. The final construction contract amount was \$1,815,746, approximately 7% over the original contract amount and within the approved 10% construction contingency.

The final project costs are as follows:

Design - \$164,715

Construction - \$1,815,746

Construction Management and Inspection - \$314,340

Total: \$2,294,801

Approval of the proposed resolution will accept the improvements, begin the warranty period, authorize staff to record the Notice of Completion with the County Recorder's Office, and release retention to the contractor after 35 days.

Alternatives

1. Refer back to staff for additional information.
2. Take no action.

Attachments

A. Resolution

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed:

The project's final construction contract amount of \$1,815,746 is within the approved project budget. Funds have been budgeted and charged under the Capital Improvement Program (CIP) 2025 Sewer Rehabilitation Project No. 7074 (Account 399-3-730-7074-9030), funded by Measure I Fund and Sewer Collection Fund.

Source:

Staff

Purpose:

Statutory/Contractual Requirement

Public Outreach:

Posting of Agenda

RESOLUTION NO. 2026 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT ACCEPTING THE CONSTRUCTION WORK AND AUTHORIZING THE ISSUANCE OF A NOTICE OF COMPLETION FOR THE FINAL CONSTRUCTION CONTRACT AMOUNT OF \$1,815,746, AND RECORDING OF THE NOTICE OF COMPLETION, FOR THE 2025 SEWER REHABILITATION PROJECT, CITY CONTRACT NUMBER 2025-636

WHEREAS, on March 25, 2025, through Resolution 2025-22, the City Council approved the plans and specifications for the 2025 Sewer Rehabilitation Project, City Contract Number 2025-636, authorized advertisement for sealed bids, and authorized the City Manager to award and execute a construction contract with the lowest responsible and responsive bidder; and,

WHEREAS, six bids were opened on April 23, 2025; and,

WHEREAS, the City entered into a construction contract with APB General Engineering Corporation, the lowest responsible and responsive bidder, for \$1,698,901, plus a 10% construction contingency; and,

WHEREAS, the project rehabilitated sanitary sewer infrastructure at various locations throughout the City, including sanitary sewer mains, laterals, and manholes, and also included targeted storm drain improvements; and,

WHEREAS, on April 27, 2026, the project was substantially completed to the satisfaction of the City in accordance with the approved plans and specifications; and,

WHEREAS, six change orders totaling \$116,845 were approved during construction to address unforeseen conditions related to utility and structure conflicts and changed soils condition, resulting in a final construction contract amount of \$1,815,746, within the approved construction contingency; and,

WHEREAS, the approved project budget is adequate to cover the final construction contract amount.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. The City Council hereby accepts the construction work performed by APB General Engineering Corporation for the 2025 Sewer Rehabilitation Project, City Contract Number 2025-636.

SECTION 2. Authorizes the City Clerk to file a Notice of Completion with San Mateo County Clerk-Recorder's office for the 2025 Sewer Rehabilitation Project, City Contract Number 2025-636.

SECTION 3. Authorizes the release of withheld retention 35 days after the filing of the Notice of Completion with the County Clerk-Recorder's office.

* * *

ADOPTED September 8, 2026 by the City of Belmont City Council by the following
vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney



STAFF REPORT

Meeting Date: September 8, 2026
Agency: City of Belmont
Staff Contact: Dustin Moore, Public Works, (650) 595-7466, Sean Prevette, Public Works, (650) 595-7465, sprevette@belmont.gov
Agenda Title: Purchase of Parks & Recreation Passenger Van
Agenda Action: Resolution

Recommendation

Adopt a resolution authorizing 1) the City Manager to execute a contract for the acquisition of one Parks and Recreation van for a total amount not to exceed \$94,490, and 2) authorizing a budget appropriation of \$94,490 from the Fleet and Equipment Management Fund for the new van purchase.

Strategic Focus Area

Infrastructure and Mobility

Background

The City of Belmont maintains an inventory of 96 assets, including vehicles, off-road equipment, and emergency generators. Public Works Fleet Management is responsible for the maintenance, repair, and replacement of these assets to ensure safe and reliable operations across City departments.

The City's vehicle replacement program is intended to proactively replace aging vehicles that have reached the end of their useful life based on age, mileage, condition, increasing maintenance costs, or operational need. Public Works Fleet Management uses a variety of procurement methods to acquire and outfit replacement vehicles in the most cost-effective and efficient manner available.

Vehicle #315, a 2014 Ford E250 van, currently provides transportation to recreation activities in underserved neighborhoods, supports reliable transportation for older adults, and assists with community-wide emergency preparedness and evacuation efforts. However, this vehicle does not currently include features with mobility aids that meet ADA compliance requirements. Staff has identified this van for replacement.

The purchase of a new 2026 Ford Transit 350 Passenger Van will partially be funded through a San Mateo County Measure K grant in an amount up to \$20,000. Grant funds will be released to the City upon completion of the van purchase and achievement of specified performance measures. These measures include providing at least 25 one-way rides to a minimum of 20 unique older adults. The Parks and Recreation Department will complete the required performance measures by the December 9, 2026 deadline and provide the necessary documentation to the County of San Mateo to obtain release of the grant funding. Additionally, the City received a \$50,000 one-time contribution through a development agreement with NUG, a retail cannabis business, towards the purchase of a parks and recreation vehicle.



The remaining balance will come from the City's funding from the Fleet and Equipment Management Fund.

Analysis

The Parks and Recreation Vehicle #315, a 2014 Ford E250 van, has accumulated more than 36,581 miles. The van was originally slated for replacement in fiscal year (FY) 2023-24 but was deferred to FY 2027-28 due to its relatively low mileage and continued operational reliability. With the availability of the Measure K grant funding to offset the cost of the replacement vehicle, staff determined that advancing the replacement to FY 2026-27 would provide a cost-effective opportunity to replace the aging vehicle while also improving the City's ability to provide accessible and reliable transportation to the community. The replacement vehicle will also feature a secure track system on the floor of the van that provides improved securement for mobility aids during transit that meets ADA compliance requirements.

The Parks and Recreation Department plans to keep the current vehicle #315 in service for limited and backup use, until it reaches the end of its useful life and retires. This will provide the department with additional transportation capacity for riders and allow the vehicle to transport materials to and from event sites. Fleet Management staff will provide updates to the Parks and Recreation Department regarding the condition and remaining useful life of Vehicle #315 during the department's semi-annual fleet meetings. During the period when Vehicle #315 and the new 2026 Ford Transit 350 Passenger Van are in inventory, additional costs are required to maintain both vehicles. After Vehicle #315 is retired, only the cost of maintenance and eventual replacement of the 2026 Ford Transit 350 Passenger Van will be needed.

Procurement

Fleet Management works collaboratively with each department to develop vehicle specifications that meet operational needs while improving fuel efficiency and reducing greenhouse gas (GHG) emissions. As part of the replacement process, Fleet Management evaluates available vehicles based on their potential to reduce fleet emissions while also considering operational, economic, and environmental factors.

When procuring vehicles and equipment, staff utilize a combination of competitive procurement methods available to the City. These methods include the following:

- Formal competitive bid solicitations to obtain pricing from qualified vendors
- Piggyback contracts through other public agencies
- Cooperative purchasing agreements through organizations, such as Sourcewell or Houston-Galveston Area Council (HGAC)

Where applicable, staff will utilize the formal bid process to solicit competitive quotes from qualified vendors to ensure the City receives the best value while complying with the City's purchasing requirements. Piggyback contracts and cooperative purchasing agreements provide additional procurement flexibility, can reduce administrative and purchasing costs, and can expedite vehicle acquisition timelines. Organizations such as Sourcewell and HGAC competitively solicit, evaluate, and



award contracts on behalf of the public agency nationwide, allowing participating agencies to procure vehicles and equipment at competitively established pricing. These procurement methods satisfy the City's competitive purchasing requirements and the City has successfully utilized these methods for prior vehicle acquisitions.

For the purchase of the Ford Transit 350 Passenger Van, staff will utilize Sourcewell Cooperative Purchase Agreement #032824 with Olathe Fleet. The associated Request for Proposals was published in March 2024, with the formal agreement executed between Olathe Fleet and Sourcewell in July 2024. This agreement remains in effect until July 2028.

Approval of the proposed resolution will authorize the procurement of the replacement vehicle in an amount not to exceed \$94,490. Funding for vehicle replacement is accumulated over the useful life of fleet assets through the Fleet and Equipment Management Fund.

Alternatives

1. Take No Action.
2. Refer back to staff for more information.

Attachments

- A. Resolution

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed:

Budget appropriation of \$94,490 in the current FY 2026-27 is required in the Fleet and Equipment Management Fund (Account No. 573-0-000-9041 Vehicles) for the purchase of Parks & Recreation Passenger Van.

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

*Insert additional information, or delete if not used

RESOLUTION NO. 2026 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING THE ACQUISITION OF ONE PARKS AND RECREATION VAN AND ASSOCIATED EQUIPMENT FOR A TOTAL AMOUNT NOT TO EXCEED \$94,490 AND APPROPRIATING ASSOCIATED GRANT REVENUE AND EXPENDITURES IN THE CURRENT FISCAL YEAR (FY) 2026-27 BUDGET RELATED TO THE PURCHASE OF THE PARKS AND RECREATION VAN.

WHEREAS, Parks & Recreation Vehicle #315, a 2014 Ford E250, was evaluated by Public Works Fleet Management and the Parks & Recreation Department and determined to retain useful life as a passenger van, although it is approaching the end of its service life and will require eventual replacement; and,

WHEREAS, the City has identified and proposes to purchase a new passenger van to enhance transportation services and operational capabilities, while retaining Vehicle #315 in service until it is determined to have reached the end of its useful life; and,

WHEREAS, The replacement vehicle will provide enhanced safety features and improved securement systems for mobility aids during transit, supporting accessible transportation for Parks and Recreation programs while also serving as a reliable transportation resource during emergency response and evacuation situations, particularly for individuals with mobility limitations; and,

WHEREAS, the City intends to use the newly purchased Passenger Van as the primary vehicle for Parks and Recreation programming and the current Vehicle #315 as a secondary vehicle for transportation needs until Vehicle #315 reaches the end of its useful life; and,

WHEREAS, the City will receive partial reimbursement of up to \$20,000 through San Mateo County Measure K grant funding upon purchase of the replacement vehicle and completion of associated performance measures; additionally, the City received a \$50,000 one-time contribution through a development agreement with NUG, a retail cannabis business, towards the purchase of a parks and recreation vehicle; the remaining balance will come from the City's funding from the Fleet and Equipment Management Fund; and,

WHEREAS, the current FY 2026-27 budget does not include the Measure K grant funding amount and the Passenger Van purchase and related expenditures, pending Council approval of the budget appropriation.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. The City Manager is authorized to execute an agreement purchasing of one Parks & Recreation vehicle and associated equipment through Sourcewell Cooperative Purchase Agreement #032824 with Olathe Fleet for an amount not to exceed \$94,490.

SECTION 2. The Council amends the FY 2026-27 budget by appropriating funds to reflect the San Mateo County Measure K grant award and associated vehicle replacement

expenditure as follows: \$20,000 through San Mateo County Measure K grant funding in Contribution for Fleet Purchase Account #573-0-000-7271; \$94,490 to Vehicles Expenditure Account #573-0-000-9041.

* * *

ADOPTED September 8, 2026 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney



STAFF REPORT

Meeting Date: September 8, 2026
Agency: City of Belmont
Staff Contact: Anais Martinez Aquino, Administrative Services Director, aaquino@belmont.gov, 650-637-2988
Agenda Title: Central Square Community Development Software Agreement
Agenda Action: Motion

Recommendation

Staff recommends that the City Council make a motion authorizing the City Manager to negotiate and execute an agreement with Central Square Technologies for a three-year term for the continued subscription and maintenance of the cloud-based software servicing the Community Development Department for an amount not to exceed \$269,073.25.

Strategic Focus Area

Fiscal and Organizational Sustainability

Background

In 2020, the City entered into a three-year agreement with Central Square Technologies, which was implemented and configured that same year. In 2023, the City Council authorized staff to enter into a second contract with Central Square for a second three-year term. The contract is for a Software as a Service (SaaS) called 'Community Development' which contains several modules, including permitting, projects and planning, code compliance, licensing, land management, response to residents, workspace, reporting/analytics, and a GIS component. The current contract with Central Square is set to expire on September 30, 2026. The City's continued use of Central Square requires a renewal of the contract.

Analysis

Central Square continues to meet organizational needs for the Community Development Department. The proposed renewal will extend the terms and conditions that the City agreed to in 2023 for three additional years. To secure pricing for the next contract term, Central Square has provided a renewal order that reflects an approximate 5.8% increase for year one, and the vendor proposes 5% increases for years two and three. The total amount for the renewal will not exceed the following:

Year 1	2026 - 2027	\$85,352.34
Year 2	2027 - 2028	\$89,619.96
Year 3	2028 - 2029	\$94,100.95
Total for 3 Years		\$269,073.25



Alternatives

1. Take no action.
2. Provide alternative direction to staff.

Attachments

- A. Central Square Solutions Renewal Order

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed:

\$85,352.34 is anticipated for the subscription and maintenance for the SaaS contract and funding has been allocated in the for the current FY 2026-27 budget, Account No. 573-1-301-8359. Additional costs for the second and third contract years for Central Square will be incorporated as part of the annual budget development process and subject to City Council appropriation.

Source:

Staff

Purpose:

Statutory/Contractual Requirement

Public Outreach:

Posting of Agenda



August 17, 2026

City of Belmont
1 Twin Pines Lane
Belmont, California 94002

Renewal of Software Support Agreement

This Renewal Amendment renews the Software Support Agreement by and between City of Belmont (“Client”) and Superion LLC, a CentralSquare Technologies, LLC company dated September 30, 2026 (“Agreement”) for the renewal term of October 01, 2026 through September 30, 2027. The renewal of the Agreement will allow continued support and maintenance in accordance with the Agreement.

Please execute this Renewal Amendment and return it to Superion, LLC along with your payment, in accordance with Renewal Invoice 468528, attached, in order to receive uninterrupted support and maintenance services.

Superion, LLC Support Services Renewal Agreement Amendment

Client agrees to renew the Agreement, the terms of which are incorporated by reference herein as though set forth in full, and accordance with the terms and conditions included herein. Except as modified herein, all other terms and conditions of the Agreement shall remain in full force and effect. With respect to the content contained herein, in the event of any conflict between this Renewal Amendment and the Agreement, the terms of this Amendment shall control. Payment shall be for the Software listed and the amount specified on Renewal Invoice 468528, attached hereto.

If you have any questions or would like to add additional software and/or services, please contact your Account Manager at (833) 278-7877.

City of Belmont

Superion, LLC

Accepted By

Accepted By

Printed Name

Printed Name

Title

Title

Date

Date

**CENTRALSQUARE®****Invoice****Invoice No**

468528

Date

7/28/2026

Page

1 of 3

Superion, LLC, a CentralSquare Company
 1000 Business Center Drive
 Lake Mary, FL 32746

Billing Inquiries: Accounts.Receivable@centralsquare.com

Bill To

City of Belmont
 Jason Eggers
 1 Twin Pines Lane
 Belmont CA 94002
 United States

Ship To

City of Belmont
 Jason Eggers
 1 Twin Pines Lane
 Belmont CA 94002
 United States

Customer No	Customer Name	Customer PO #	Currency	Due Date
4426	City of Belmont		USD	9/29/2026

Invoice Sequence Number 1 of 1

Quote No. Q-264357

Order No. 00127073

	Description	Units	Rate	Extended
1	GIS Advanced Engine Annual Subscription - SaaS - Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	8,085.76	8,085.76
2	Community Development: Advanced SaaS Annual Subscription - Annual Subscription Fee Community Development: Advanced SaaS Annual Subscription Maintenance: Start:9/30/2026, End: 9/29/2027	1	50,897.00	50,897.00
3	Permitting PA Cloud Annual Subscription Fee - Annual Subscription Fee Permitting PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
4	Community Development Mobile SaaS Annual Subscription Fee - Access Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
5	CRM PA Cloud Annual Subscription Fee - Annual Subscription Fee CRM PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
6	Entity Management PA Cloud Annual Subscription Fee - Annual Subscription Fee Entity Management PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
7	Land Management PA Cloud Annual Subscription Fee - Annual Subscription Fee Land Management PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
8	Licensing PA Cloud Annual Subscription Fee - Annual Subscription Fee Licensing PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00

**CENTRAL SQUARE®**

Superion, LLC, a CentralSquare Company
 1000 Business Center Drive
 Lake Mary, FL 32746

Billing Inquiries: Accounts.Receivable@centralsquare.com

Invoice

Invoice No
468528

Date
7/28/2026

Page
2 of 3

Bill To
 City of Belmont
 Jason Eggers
 1 Twin Pines Lane
 Belmont CA 94002
 United States

Ship To
 City of Belmont
 Jason Eggers
 1 Twin Pines Lane
 Belmont CA 94002
 United States

Customer No	Customer Name	Customer PO #	Currency	Due Date
4426	City of Belmont		USD	9/29/2026

Invoice Sequence Number 1 of 1

Quote No. Q-264357

Order No. 00127073

	Description	Units	Rate	Extended
9	Projects and Planning PA Cloud Annual Subscription Fee - Annual Subscription Fee Projects and Planning PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
10	Code Compliance PA Cloud Annual Subscription Fee - Annual Subscription Fee Code Compliance PA Cloud Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
11	Community Development: Advanced SaaS Annual Subscription - Annual Subscription Fee Community Development: Advanced SaaS Annual Subscription Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
12	AnalyticsNOW Annual Subscription Fee - Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	11,668.18	11,668.18
13	IVR Subscription SaaS Annual Subscription Fee SaaS - Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	9,555.92	9,555.92
14	Citizen Engagement SaaS Annual Subscription Fee - Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	0.00	0.00
15	Fusion Annual Subscription SaaS - Annual Subscription Fee Maintenance: Start:9/30/2026, End: 9/29/2027	1	5,145.48	5,145.48



Superion, LLC, a CentralSquare Company
1000 Business Center Drive
Lake Mary, FL 32746

Billing Inquiries: Accounts.Receivable@centralsquare.com

Invoice

Invoice No	Date	Page
468528	7/28/2026	3 of 3

Bill To
City of Belmont
Jason Eggers
1 Twin Pines Lane
Belmont CA 94002
United States

Ship To
City of Belmont
Jason Eggers
1 Twin Pines Lane
Belmont CA 94002
United States

Customer No	Customer Name	Customer PO #	Currency	Due Date
4426	City of Belmont		USD	9/29/2026

Invoice Sequence Number 1 of 1
Quote No. Q-264357
Order No. 00127073

Please include invoice number(s) on your remittance advice.
ACH:
Routing Number 121000358
Account Number 1416612641
E-mail payment details to: Accounts.Receivable@CentralSquare.com

Check:
12709 Collection Center Drive
Chicago, IL 60693

Subtotal	85,352.34
Tax	0.00
Invoice Total	85,352.34
Payments Applied	0.00
Balance Due	USD 85,352.34



STAFF REPORT

Meeting Date: September 8, 2026
Agency: City of Belmont
Staff Contact: Tobi Liebermann, Housing and Economic Development Manager,
tliebermann@belmont.gov
Agenda Title: Contract Amendment No. 3 for ADU Resource Center of San Mateo County
Agenda Action: Motion

Recommendation

Motion to authorize the City Manager to: 1) negotiate and execute Amendment No.3 to the Service Agreement with the ADU Resource Center to provide services for fiscal year 2026-27 for \$29,800; 2) execute contract renewals for up to two additional one-year terms with an annual cost escalator of 3% to 5% based on the Consumer Price Index, subject to annual budget appropriations; and 3) execute future agreements with a potential new fiscal agent, in the event that the ADU Resource Center transitions to a new non-profit or other entity.

Strategic Focus Area

Economic Development and Housing

Background

The Accessory Dwelling Unit (ADU) Resource Center (smcadu.org) is a nonprofit that works with homeowners and jurisdictions in San Mateo County to facilitate ADU production. The Center aims to help jurisdictions meet their ADU production and affordability commitments and ensure they are up-to-date on State laws and Housing and Community Development (HCD) compliance requirements. The Center also provides direct assistance to homeowners including individual feasibility consults, webinars, and educational website content. Attachment A includes a summary of Resource Center activities since it was founded in September 2024 through spring 2026. Sixteen jurisdictions in San Mateo County were members of the ADU Resource Center during fiscal year 2025-26. The City of Belmont participated in the creation of the ADU Resource Center and also serves on the Steering Committee.

The City and the ADU Resource Center entered into Service Agreement 2025-03 (Agreement) on January 21, 2025 in the amount of \$29,000, by which the Consultant agreed to perform services including assistance in meeting ADU production and affordability commitments in the City of Belmont's Housing Element, providing programs to incentivize ADU production, and increasing ADU affordability. On June 24, 2025, Agreement was amended by Amendment No. 1, which added the City of Belmont's participation in the San Mateo County ADU Resource Center's ADU Plans Gallery for no additional cost. On September 28, 2025, Agreement was amended by Amendment No. 2 to include the cost for participation in fiscal year 2025-26 for \$29,800. The currently proposed Amendment brings the contract total to \$88,600, which requires City Council approval.



Analysis

The ADU Resource Center provides valuable services to Belmont homeowners throughout the process of developing an ADU. Attachment A includes the types of programming the Center provides for homeowners. Specific to Belmont, the Center completed 13 Feasibility Consults in fiscal year 2025-2026. These are unique, detailed assessments for each property owner to help them understand the feasibility of constructing an ADU and assistance with the process. ADU Center staff also assisted Belmont property owners through the Help Line, webinars and live events. Of the ADUs that were permitted in Belmont in 2025, 76% of the property owners received assistance from the Resource Center.

The Resource Center has also been helpful in assisting Community Development staff in complying with State law requirements and Housing Element obligations. The webinars and trainings are very useful to staff and provide an opportunity to ask questions and share best practices. In addition, participation in the ADU Resource Center aligns with affordability and production commitments in the City of Belmont Adopted Housing Element. The Resource Center programs and resources are directly assisting the City in implementing several Housing Element programs.

Staff recommends the City Council authorize the City Manager to negotiate and execute Amendment No. 3 to the Agreement for \$29,800 which would cover the cost of participation in the ADU Resource Center for fiscal year 2026-27. Staff further recommends that the City Council authorize the City Manager to negotiate and execute two additional one-year terms to cover participation for fiscal years 2027-28 and 2028-29 with an annual fee escalator of 3% to 5% based on the Consumer Price Index contingent on future budget appropriations. This multi-year approach reflects the City's intent to continue participation in the Center.

The ADU Resource Center is a joint effort of Community Planning Collaborative (CPC) and the many member jurisdictions and funders. Because the ADU Resource Center is hosted by CPC, the contract with the ADU Resource Center is with Baird + Driskell + Abrams Community Planning, dba Community Planning Collaborative. In the future, the ADU Resource Center may transition to a new non-profit fiscal agent to enhance fiscal sustainability over time. If that occurs, the City Manager would be authorized to execute an agreement with the new fiscal agent consistent with the terms outlined in the paragraph above.

Alternatives

1. Deny the request.
2. Approve the Agreement Amendment with a modified not-to-exceed amount or term.

Attachments

- A. ADU Center Performance Dashboard

Fiscal Impact

- ☐ No Fiscal Impact
- ☒ Funding Source Confirmed: Funds for the ADU Resource Center were included in the FY



2026-27 budget from the Affordable Housing Fund (Account #275-5-902-8589). If any of the two one-year optional terms is exercised, funding for those terms will be contingent on the annual City Council budget process.

Source:

Staff

Purpose:

Discretionary Action

Public Outreach:

Posting of Agenda

Performance Dashboard

September 2024 – February 2026



ADU Resource Center
SAN MATEO COUNTY

Highlights

- Engaged with **1,000+ community members** through direct outreach and virtual and in-person workshops, including almost 200 one-on-one support sessions with residents
- Created Resource Hub for member jurisdictions with exclusive ADU trainings & resources
- Hosted in-person events with hundreds of participants and local news coverage
- Developed affordable ADU program concept with cross-jurisdictional working group
- Connected with 60+ vendors, local orgs and groups

Website

Saving jurisdiction staff time with collated homeowners resources

Unique visitors
10,100

Page views
28,700

Top resource pages

- Guidebook
- Pre-designed plans
- Calculator

Jurisdiction Services

Helping jurisdictions stay in compliance with HCD and up-to-date on State Law

Staff trained
(unique)
105

Staff trainings
conducted
10

Average attendees
per training
27

Staff TA requests
managed
62

Webinars & Homeowner Education

Answering homeowners' questions before they get to jurisdictions

Webinar
registrations
872

Webinar
attendees
291

Video library
views
730

In-person
event attendees
370+

Network & Marketing

Supporting the ADU ecosystem through network building and outreach

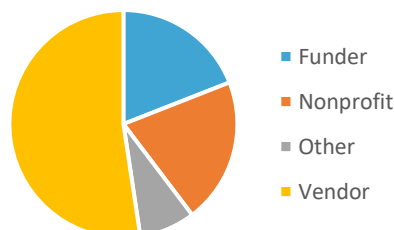
- NBC Bay Area coverage ([link](#))
- San Mateo Daily Journal profile ([link](#))
- American City & County article ([link](#))
- Yahoo! Finance pick-up ([link](#))
- 790+** followers across email and social channels
- 63** organizational connections

Homeowner Consults

Getting ADUs built through direct homeowner support

Feasibility
Consults
113

Help Line
Calls
82





STAFF REPORT

Meeting Date: September 8, 2026

Agency: City of Belmont

Staff Contact: Josh Sun, Senior Civil Engineer, (650)730-5706, jsun@belmont.gov; Carlos de Melo, Community Development Director, (650) 595-7440, cdemelo@belmont.gov

Agenda Title: Central El Camino Real Multimodal Plan Presentation & Supporting Resolution for development of SamTrans/Caltrans Complete Street Improvements Project on El Camino Real

Agenda Action: Resolution

Recommendation

- 1) Receive a presentation and update regarding the Central El Camino Real Multimodal Plan.
- 2) Adopt a resolution supporting SamTrans and Caltrans working with Belmont through the Caltrans project development process to plan, design, and implement complete street improvements on El Camino Real in Belmont.

Strategic Focus Area

Infrastructure and Mobility

Background

El Camino Real is the main arterial of San Mateo County, connecting downtowns, businesses, schools, regional transit hubs, and other key destinations. While El Camino Real serves a range of trip purposes and users, its design reflects its historic role as a state highway focused on facilitating high speed auto travel. Consequently, the corridor is a barrier for pedestrians and cyclists and is challenging to navigate efficiently for buses.

In February 2025, SamTrans launched the Central El Camino Real Multimodal Plan (“Central El Camino Plan”), a corridor study for an eight-and-a-half-mile segment of El Camino Real (Caltrans State Route 82) within the cities of Belmont, San Carlos, San Mateo, and the northern segment of Redwood City until intersecting with Brewster Avenue.

The Central El Camino Plan is a part of a broader effort called the Grand Boulevard Initiative (GBI), which is a collaboration in San Mateo County between 15 local jurisdictions, four countywide agencies, and Caltrans. This effort is supporting cities along the corridor by leading a joint, coordinated Caltrans process to advance local city transportation visions. GBI aims to make El Camino Real a safer and more comfortable place to walk, bike, and take transit by installing streetscape improvements along the corridor.

Historically, implementing changes on this Caltrans facility has been difficult for cities with only a patchwork of improvements occurring over the past several decades. The development of the Central El



Camino Plan is essential for Belmont, in partnership with SamTrans and neighboring cities, to advance roadway safety and active transportation improvements. The Plan will fill a critical corridor planning gap that is necessary for Belmont and its neighboring cities to complete the requisite planning for the first stage of the Caltrans project development process being led through GBI.

Over the past year, GBI convened a Task Force and a Working Group of staff representing all cities and various agencies and organizations along the corridor. These groups provide direction on corridor-wide challenges and needs, potential solutions, public and stakeholder engagement, and the vision for the corridor. SamTrans used this feedback to develop a GBI Action Plan that was finalized and formally adopted by the San Mateo County Transportation Authority boards in January 2026. Currently, SamTrans is leading the first phase of a coordinated Caltrans project development process, called a Project Initiation Document (PID), for all of El Camino Real in San Mateo County. The PID will define the purpose and need for transportation improvements to the corridor and establish potential design alternatives.

Because El Camino Real is a state highway, Caltrans has the final authority over design approvals, right-of-way changes, signal modifications, and construction standards. No changes can be implemented on the state highway without Caltrans review and approval. Consequently, SamTrans must continue to coordinate closely with Caltrans throughout the PID process.

The SamTrans team previously presented this matter to the City Council at its May 27, 2025 meeting to introduce the Central El Camino Real Plan project, and subsequently presented design alternatives at the Council's February 25, 2026 meeting.

Analysis

Central El Camino Real Plan

In Belmont, the Central El Camino Real Plan identifies corridor needs, defines alternatives, and narrows down alternatives to advance to the next phase based on an analysis of tradeoffs as well as community and stakeholder feedback. This will allow Belmont to participate in the countywide Caltrans project development process.

The Central El Camino Plan builds upon Belmont's efforts related to El Camino Real over past years, including its goals/policy objectives for the adopted [Comprehensive Pedestrian and Bicycle Plan \(2016\)](#), [Belmont Village Specific Plan \(2017\)](#), and [Belmont Village Specific Plan Design Guidelines \(2022\)](#). In outreach conducted during these plans, Belmont residents have indicated concerns related to the heavy traffic volumes, including the lack of safe routes to schools, high-speed traffic, and a lack of bicycle and pedestrian facilities. The Central El Camino Real Plan incorporated this input as well as findings from these plans in defining design alternatives.

Community Outreach

The Central El Camino Real Plan's findings during Phase 1 and Phase 2 of community engagement closely aligned with those of local plans, highlighting a strong interest in reducing congestion and improving safety for all modes as business and housing growth continues. Based on a survey fielded during Phase 2 engagement, respondents echoed the need for safer pedestrian crossings, wider and better-maintained sidewalks, additional pedestrian-scale lighting, separated bike facilities, and improved bus connections to



Caltrain stations. The project team engaged extensively with the Belmont community throughout the process, conducting a pop-up at the Belmont Caltrain station, multiple listening sessions with residents, a walk audit along the El Camino Real corridor, meetings with community business organizations, stakeholder presentations, and a virtual community workshop.

As noted earlier, tonight’s presentation serves as an update to the project. SamTrans and Belmont staff are also requesting Council adoption of a resolution supporting SamTrans’ continued efforts to coordinate with Caltrans to advance complete streets improvements on El Camino Real through the Central El Camino Real Plan, and the Grand Boulevard Initiative.

After the Central El Camino Real Plan is complete, a corridor-wide redesign will be facilitated through the Grand Boulevard Initiative. There will be extensive future public engagement involved in selecting a preferred alternative for each city beginning next year.

Alternatives

- 1. Continue the matter and direct staff to prepare an alternative course of action
- 2. Refer back to staff for additional information

Attachments

- A. Resolution
- B. Central ECR Multimodal Plan Presentation
- C. Central ECR Multimodal Plan – September 2026

Fiscal Impact

☒ No Fiscal Impact

☐ Funding Source Confirmed: At this time, there is no direct fiscal impact related to this informational report and resolution. Fiscal impacts will be identified with requests for Council approval as necessary for any future recommendations moving forward.

Source:

Staff

Purpose:

Plan Implementation*

Public Outreach:

Posting of Agenda

RESOLUTION NO. 2026 –

RESOLUTION SUPPORTING SAMTRANS AND CALTRANS COLLABORATION WITH THE CITY OF BELMONT THROUGH THE PROJECT DEVELOPMENT PROCESS TO PLAN, DESIGN, AND IMPLEMENT COMPLETE STREETS IMPROVEMENTS ALONG EL CAMINO REAL IN BELMONT

WHEREAS, El Camino Real (State Route 82) is a major transportation corridor serving all modes and connecting multiple jurisdictions; and,

WHEREAS, the San Mateo County Transit District (SamTrans) has led the Central El Camino Real Multimodal Plan identifying strategies to improve transit, safety, and multimodal access; and,

WHEREAS, SamTrans has led the Grand Boulevard Initiative (GBI) Action Plan that provides a coordinated multi-agency framework for corridor improvements; and,

WHEREAS, effective improvements require coordination among cities and public agencies along the corridor; and,

WHEREAS, the City supports complete streets improvements that improve safety, accessibility, and transit performance for all users and recognizes the importance of continued coordination and collaboration to advance transportation safety and mobility within the project corridor; and,

WHEREAS, potential improvements identified through the Central El Camino Real Multimodal Plan are preliminary concepts intended to inform future study and evaluation and do not represent finalized project recommendations or approved improvements; and,

WHEREAS, the City recognizes that further refinement and evaluation of potential alternatives and improvements identified by the Central El Camino Real Multimodal Plan will occur during subsequent phases of project development, and will require additional evaluation, technical analysis, feasibility review, stakeholder engagement, environmental review, and future approval by Caltrans and other applicable agencies prior to implementation; and,

WHEREAS, participation in this collaborative effort does not constitute City approval or endorsement of any specific project alternative, operational change, or funding commitment at this time.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. Hereby supports collaboration among SamTrans, Caltrans, and the City of Belmont through the Project Development Process to plan, design, pursue funding for, and implement complete streets improvements along El Camino Real in Belmont.

SECTION 2. Supports coordination and collaboration with neighboring cities and public agencies along the El Camino Real corridor to advance regional complete streets improvements and enhance connectivity, safety, and mobility.

SECTION 3. The El Camino Real improvements will be guided by the Central El Camino Real Multimodal Plan and the Grand Boulevard Initiative (GBI) Action Plan, consistent with the City's goals and plans for improving safety, mobility, connectivity, and the overall corridor experience.

SECTION 4. The City Manager or authorized designee is authorized to represent the City's interests and coordinate with partner agencies and project stakeholders as necessary to advance the project and support its implementation.

* * *

ADOPTED September 8, 2026 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

Central El Camino Real Multimodal Plan



Cities of San Mateo, Belmont, San Carlos, and Redwood City



Table of Contents

Introduction	1
Grand Boulevard Initiative	1
Central El Camino Real Multimodal Plan	5
Next Steps	10
Planning Context	11
El Camino Real of the Past and Present	11
Understanding the Challenges	17
Policies and Previous Planning Efforts Influencing El Camino Real’s Future	29
Community Engagement	31
Phase 1: Listening to Understand the Corridor	34
Phase 2: Discussing Alternatives with the Community	35
Phase 3: Communicating the Path Forward	37
Vision for Central El Camino Real	39
How the Vision Developed	40
Alternatives	47
Bike Connectivity	71
Spot Improvements + Placemaking Opportunities	73
Next Steps	89
Caltrans Project Development Process	89

Appendices

Appendix A: Community Engagement Reports
Appendix B: Placemaking Action Plan
Appendix C: Phase 2 Alternatives and Evaluation
Appendix D: Existing Conditions
Appendix E: City of San Mateo Business Survey and Parking Analysis

List of Figures

Figure 1.2. Policy Framework Themes	2
Figure 1.1. Coordinated GBI Approach	2
Figure 1.3. Countywide Initiative Motivators	3
Figure 1.4. Plan Partners	5
Figure 1.5. Central El Camino Plan Study Area	6
Figure 2.1. Trip Origin and Destination on El Camino Real by City	13
Figure 2.2. Average Trip Length in the Central Cities	15
Figure 2.3. Mode Share on El Camino Real by City	16
Figure 2.4. Collisions Along El Camino Real	19
Figure 2.5. Injury Collisions by Mode	20
Figure 2.6. Killed/Serious Injury (KSI) Crashes	20
Figure 2.7. Bus Speeds on El Camino Real (6AM to 7PM)	26
Figure 2.8. Anticipated Housing Units and Jobs along El Camino Real	28
Figure 2.9. Anticipated Job and Population Growth	28
Figure 5.1. Caltrans Project Development Process Timeline	89
Figure 5.2. Caltrans Process Approach	91

Frequently Used Terms

El Camino	Refers to El Camino Real, State Route 82
Central Cities	Refers to San Mateo, Belmont, San Carlos, and Redwood City (always listed in this order)
Central El Camino Plan	Refers to Central El Camino Real Multimodal Plan

1

Introduction

Grand Boulevard Initiative

The Grand Boulevard Initiative (GBI) is a long-standing, multi-agency partnership led by SamTrans.

Click to learn more about GBI!

GBI seeks to transform El Camino Real (State Route 82) into a cohesive, multimodal “Grand Boulevard” that better serves the communities of San Mateo County. Established in 2006, GBI brings together cities, countywide and regional agencies, Caltrans, and community stakeholders to align transportation, land use, and placemaking strategies along the 25-mile corridor. GBI was relaunched in 2025 backed by funding from Metropolitan Transportation Commission (MTC) and local matches. The recent shifts in state and regional policies towards safe, sustainable, and equitable mobility have created a strong alignment between the goals of GBI and cross-jurisdictional priorities, introducing an opportunity to advance the implementation of the Grand Boulevard Vision.

At its core, GBI envisions El Camino Real as a safe, vibrant, and accessible corridor where people of all ages and abilities can travel comfortably, supporting a balance of walking, bicycling, transit, and vehicle travel while enhancing economic vitality and community identity.



Countywide Corridor Vision

GBI reflects the need for a coordinated, corridor-wide approach to planning and implementation. While individual cities have advanced local corridor plans over the past two decades, El Camino Real functions as a continuous state highway crossing multiple jurisdictions. As such, consistent design, policy alignment, and implementation strategies are critical to achieving meaningful improvements. As shown in **Figure 1.1**, the [GBI Action Plan](#) establishes this unified framework and is the first step in the Caltrans Project Review process, a countywide Project Initiation Document (PID) led in partnership between Caltrans, SamTrans, San Mateo County Transportation Authority, and local jurisdictions.

The GBI Action Plan establishes a clear policy framework centered on three core themes: safety, mobility, and implementation. These themes are shown in **Figure 1.2** and supported by specific actions, including prioritizing vulnerable roadway users, advancing corridor-wide bicycle and transit improvements, enhancing walkability, and establishing a coordinated Caltrans project development process.

Figure 1.1. Coordinated GBI Approach

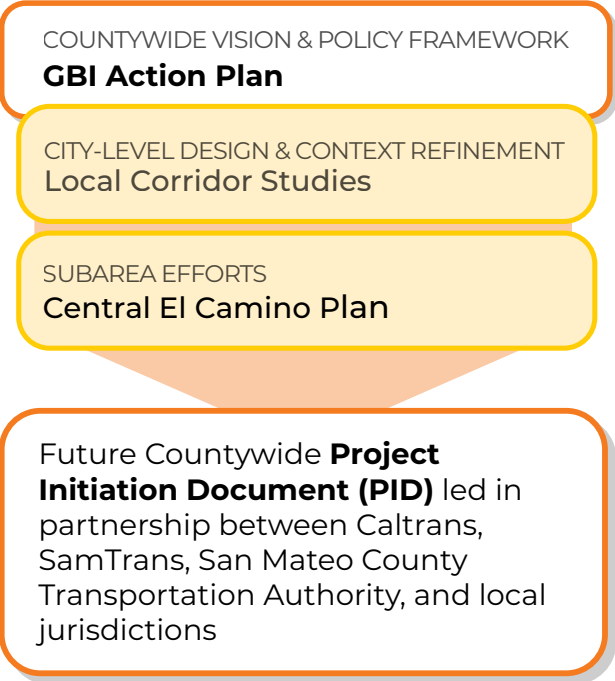


Figure 1.2. Policy Framework Themes



The need for GBI is driven by several interrelated challenges and opportunities along El Camino Real.

Collectively, these motivators underscore the importance of a coordinated, countywide effort to redesign El Camino Real as a multimodal corridor that balances mobility, safety, and community goals.



SAFETY DISPARITIES

El Camino Real sees a disproportionate share of severe and fatal collisions, especially involving pedestrians and cyclists. Although El Camino Real represents a small share of roadway mileage, it accounts for far more serious injuries than other county streets.



GROWTH PRESSURES

The corridor is a focal point for future housing and job growth, with tens of thousands of new residents and employees expected within a half-mile of El Camino Real over the next decade. This growth will demand a shift toward more space-efficient travel modes.



ALIGNMENT WITH REGIONAL GOALS

The GBI vision supports broader regional and state policies, including greenhouse gas reduction, transit-first principles, equity priorities, and Complete Streets requirements (such as Caltrans DP-36¹, DP-37², and DP-40³).



NEED FOR A CONSISTENT MULTIMODAL FRAMEWORK

Existing roadway design remains largely auto-oriented and inconsistent across jurisdictions, creating barriers for walking, biking, and transit. A unified design framework is needed to provide a seamless user experience across the corridor.

Figure 1.3. Countywide Initiative Motivators

**KEY MOTIVATORS
for a Countywide Initiative**

Narrow and obstructed sidewalks along El Camino Real limit accessible pedestrian space and create an uncomfortable walking environment.

El Camino Real and Belmont Avenue (San Carlos)



1. Caltrans Director’s Policy 36, Road Safety. February 15, 2022. https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/dp_36-all.pdf

2. Caltrans Director’s Policy 37, Complete Streets. December 7, 2021. <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-all.pdf>

3. Caltrans Director’s Policy 40, Transit. February 6, 2026. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/division-transportation-planning/transit-planning/dp-40-transit-policy-signed-v2-all.pdf>

Central El Camino Real Multimodal Plan

The Central El Camino Real Multimodal Plan (referred to as Central El Camino Plan) is a subarea planning effort within the broader GBI framework, focused on advancing a corridor vision and developing design alternatives for key segments of El Camino Real.

Led by SamTrans in partnership with local jurisdictions, this effort serves as a pre-Project Initiation Document (PID) study that bridges city-led planning and the Caltrans project development process.

Plan Partnerships

This effort is led by SamTrans in coordination with the other partner agencies listed in **Figure 1.4**. Funding for this effort was provided by the Metropolitan Transportation Commission (MTC), with a local match from SamTrans, and local funds from Redwood City. MTC prioritized the Central El Camino Plan under their Transit Performance Initiative.

Purpose and Role within GBI

The Central El Camino Plan functions as a visioning and alternatives development effort that translates the countywide GBI framework into corridor-specific design concepts. The plan study area includes El Camino Real between Peninsula Avenue and Brewster Avenue in the cities of San Mateo, Belmont, San Carlos, and part of Redwood City, as shown in **Figure 1.5**.

Key purposes include:

- Establishing a shared, multimodal vision for the Central corridor segment
- Defining cross-section concepts and modal priorities consistent with GBI and Caltrans guidance
- Developing and refining design alternatives for further study
- Informing the countywide Caltrans PID which will advance complete street improvements into environmental clearance and design

Project Goals and Outcomes

The Central El Camino Plan is focused on improving El Camino Real for people walking, biking, and taking transit by:

- Creating a cohesive multimodal corridor with continuous, connected facilities
- Advancing meaningful transit priority treatments, such as transit-only lanes where appropriate
- Establishing low-stress bicycle facilities that connect to the surrounding network
- Enhancing walkability, safety, and access to destinations and transit

The primary outcome of the project is the development of feasible corridor design alternatives that:

- Reflect community priorities and technical constraints
- Align with Caltrans policy (e.g., DIB 94 modal priority guidance⁴) and build upon previous planning efforts (refer to Chapter 2 for more details)
- Can be advanced into the countywide PID for formal evaluation

This effort represents an early phase in the Caltrans project development process, laying the groundwork for subsequent analysis during PID and Project Approval & Environmental Document (PA&ED) phases.

4. Caltrans Design Informational Bulletin 94, January 16, 2024. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a11y.pdf>

Figure 1.5. Central El Camino Plan Study Area

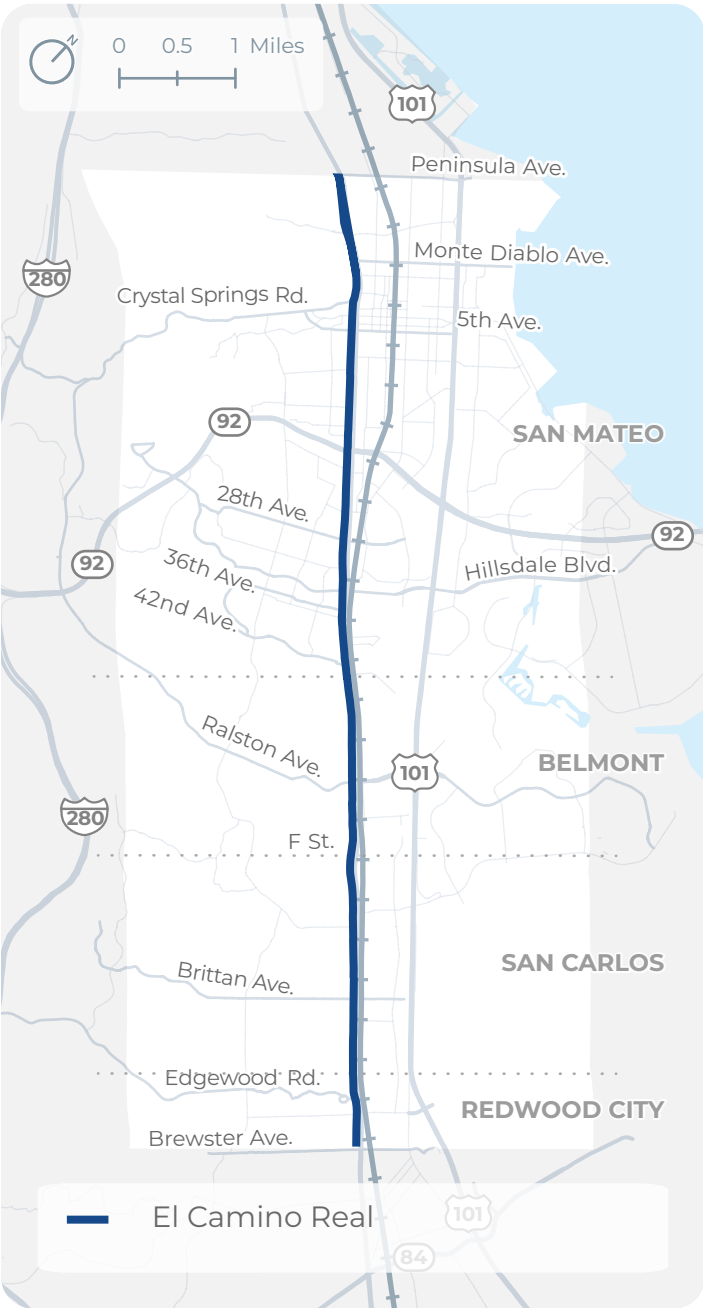


Figure 1.4. Plan Partners



Project Process

The Central El Camino Plan used a comprehensive, multi-step process to develop and refine corridor alternatives. This process integrated technical analysis, interagency coordination, and robust community engagement to ensure that proposed designs respond to both existing conditions and future corridor needs. Given the corridor's evolution from a regional highway to a multimodal urban spine, and the resulting mismatch between its current function and auto-oriented design, the study placed particular emphasis on addressing safety, accessibility, transit performance, and placemaking challenges. The alternatives development process was designed to translate these needs into feasible, policy-aligned design concepts that can advance into the Caltrans project development process.

Governance and Coordination

Development of the design alternatives was guided by a coordinated governance structure involving the Project Team, which included SamTrans and participating cities (San Mateo, Belmont, San Carlos, and Redwood City), and Caltrans as the owner and operator of the corridor. Ongoing collaboration with city staff ensured that alternatives responded to local priorities, land use context, and existing planning efforts. In addition, coordination with Caltrans established alignment with current state policies and design guidance, including Complete Streets principles (DP-37 and SB-960⁵), safety-focused design standards (DB-36), and transit-supportive directives (DP-40). Engagement with city leadership, including city managers and elected officials, provided strategic direction throughout the process, helping to balance corridor-wide objectives with local considerations. This coordinated approach ensured consistency across the multi-jurisdictional corridor while recognizing variations in segment conditions and community priorities. It also positioned the resulting alternatives to be feasible within the Caltrans project development framework.



Multimodal connections to transit are key to reduce vehicle miles traveled.

Caltrain Station at El Camino Real and Ralston Avenue (Belmont)

5. California Senate Bill 960, September 27, 2024. Planning, Complete Streets Facilities, Transit Priority Facilities. https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=2023202405B960

Community Engagement

Community engagement was a key part of the alternatives development process, occurring in two phases between 2025 and 2026. Phase 1 focused on understanding corridor conditions and key issues. Through more than a dozen activities (pop-ups, walk audits, workshops, and a multilingual map-based survey), the team collected over 800 location-specific comments and engaged more than 500 community members. This validated known challenges, such as safety concerns, uncomfortable walking conditions, and unreliable transit, while capturing new perspectives from corridor users.

Phase 2 focused on reviewing draft alternatives with the public. Community members evaluated cross-section concepts and preferred design approaches. More than 700 survey responses and over 1,000 total interactions gave feedback on tradeoffs between transit, bicycle, pedestrian, and vehicle improvements. Engagement showed strong support for safer crossings, wider sidewalks, continuous bicycle facilities, and more reliable transit, while documenting concerns about parking and vehicle capacity. This process ensured community priorities informed the refinement of alternatives.

More information about community engagement can be found in **Appendix A**.



Technical Development of Design Alternatives

The technical development of design alternatives built upon the combined inputs of existing conditions analysis, agency coordination, and community feedback. Initial concepts were developed as a set of cross sections for each corridor segment, organized around modal priority: transit-focused, pedestrian-focused, and bicycle-focused alternatives. These concepts were tailored to the eight distinct segments of the corridor, reflecting variations in roadway width, land use context, and existing conditions.

The alternatives were designed to address key corridor challenges, including high collision rates, limited pedestrian space, lack of bicycle infrastructure, slow and unreliable transit speeds, and the need to accommodate future housing and job growth. They also incorporated guidance from Caltrans Design Information Bulletins (DIB 94 and DIB 89-02), as well as applicable standards from the Highway Design Manual and California MUTCD,

ensuring consistency with state requirements for Complete Streets and separated bikeways.

Each alternative aligns with Caltrans, C/CAG, County, and Local plans and recommendations, and were evaluated using a multi-criteria framework that includes the following:

- Alignment with Caltrans Policy
- Alignment with Local Policy
- Effect on People Walking
- Effect on People Biking
- Effect on People Riding Transit
- Effect on People Driving and Parking
- Effect on the Environment
- Addressing Community Input

Based on this evaluation and subsequent community feedback, a refined set of three alternatives was identified for advancement. These alternatives represent different approaches to balancing transit efficiency, pedestrian and bicycle comfort, and roadway operations, and will be further analyzed during the Caltrans project development process to assess feasibility, safety outcomes, and implementation considerations.

Next Steps

SamTrans will lead the Caltrans project development process that will involve further analysis, design, engagement, and evaluation of potential changes, including the identification of a preferred design alternative estimated to occur in 2027 to 2028. Depending on funding, construction could begin on some segments in the early 2030s. In parallel, incremental improvements to El Camino Real will continue to be pursued by Caltrans, SamTrans, SMCTA, and cities. More details on Next Steps can be found in **Chapter 5**.



The Grand Boulevard Initiative will track progress toward advancing project designs, facilitating public engagement, and advancing key performance indicators. For more information and updates on the Grand Boulevard Initiative, please visit: samtrans.com/gbi.

2

Planning Context

El Camino Real of the Past and Present

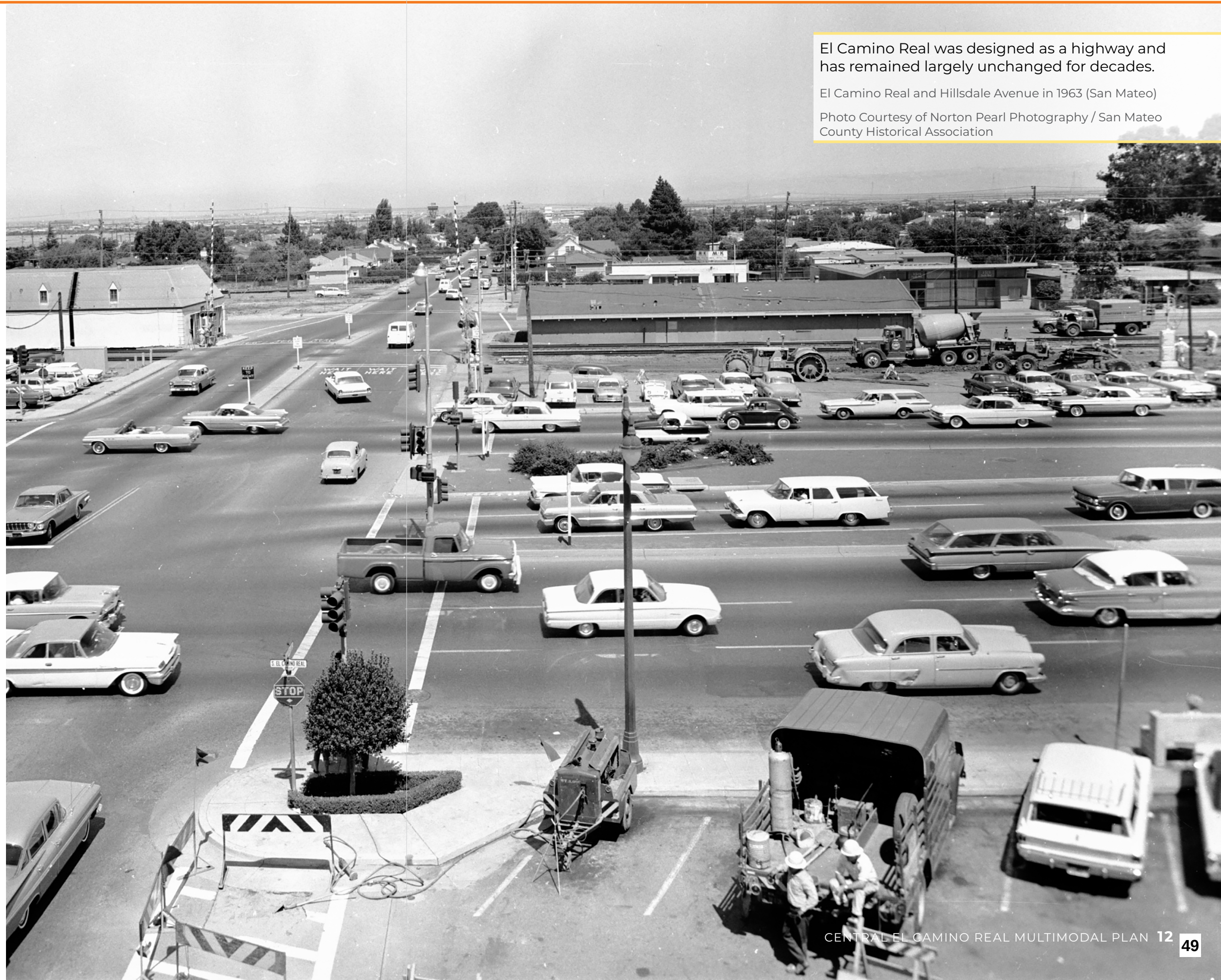
El Camino Real, owned and operated by Caltrans, is a regionally important corridor.

Stretching north into San Francisco and south into Santa Clara County, the corridor has evolved over centuries, from Indigenous travel routes connecting Ramaytush Ohlone communities, to the Spanish mission road system, and ultimately into a paved state highway. The later construction of US-101 and Interstate 280 shifted El Camino Real away from its historic role as the Peninsula's primary regional highway.

El Camino Real was designed as a highway and has remained largely unchanged for decades.

El Camino Real and Hillsdale Avenue in 1963 (San Mateo)

Photo Courtesy of Norton Pearl Photography / San Mateo County Historical Association



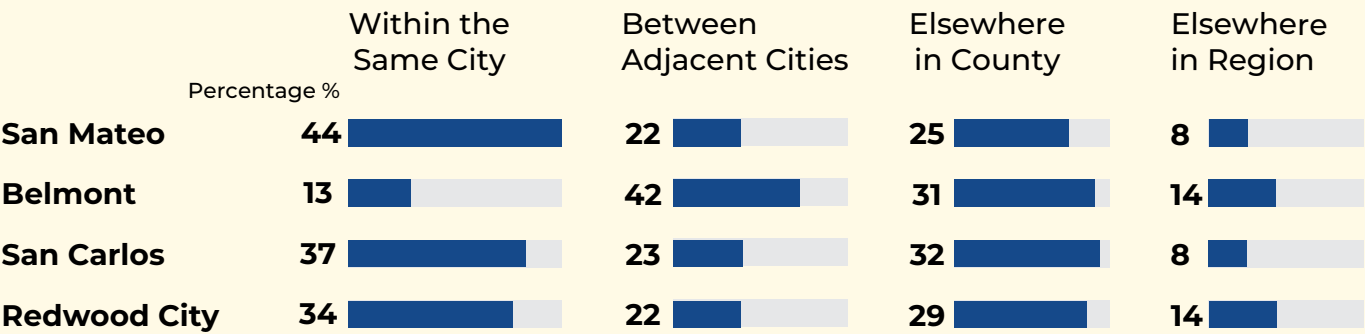
As regional vehicle traffic moved to the freeway network, El Camino Real shifted its purpose from a regional highway oriented towards moving cars to a more locally focused street serving commercial hubs and downtowns. Within the Central Cities, the corridor functions as a continuous urban spine connecting neighborhoods, businesses, schools, civic destinations, and transit hubs across San Mateo, Belmont, San Carlos, and Redwood City. The full Central El Camino Real Needs Assessment is included in **Appendix D**.

Today, El Camino Real serves many roles simultaneously. The study corridor spans approximately eight and a half miles in the study area and contains eight segments with varying width, land use, and urban character.

Much of the roadway remains designed to prioritize vehicle throughput, generally consisting of four to six travel lanes with limited pedestrian space and minimal bicycle infrastructure. Refer to Chapter 4 for more details on existing cross-sectional elements for each segment of the study corridor.

People traveling on El Camino Real tend to use the street to access destinations within the same city or in an adjacent city, as shown in **Figure 2.1**. This demonstrates the street’s role as a local connector and underscores the opportunity to shift trips to travel by bicycle, walking, and transit for shorter trips. Some trips travel elsewhere in the county, and only a small portion of trips (under 15 percent) use El Camino Real to travel outside of the county.

Figure 2.1. Trip Origin and Destination on El Camino Real by City



Trip Origin and Destination on El Camino Real show that trips are most often within the same city or between adjacent cities. Replica, 2024.

Today, El Camino Real in San Mateo has six travel lanes and narrow sidewalks.

El Camino Real north of 24th Avenue (San Mateo)



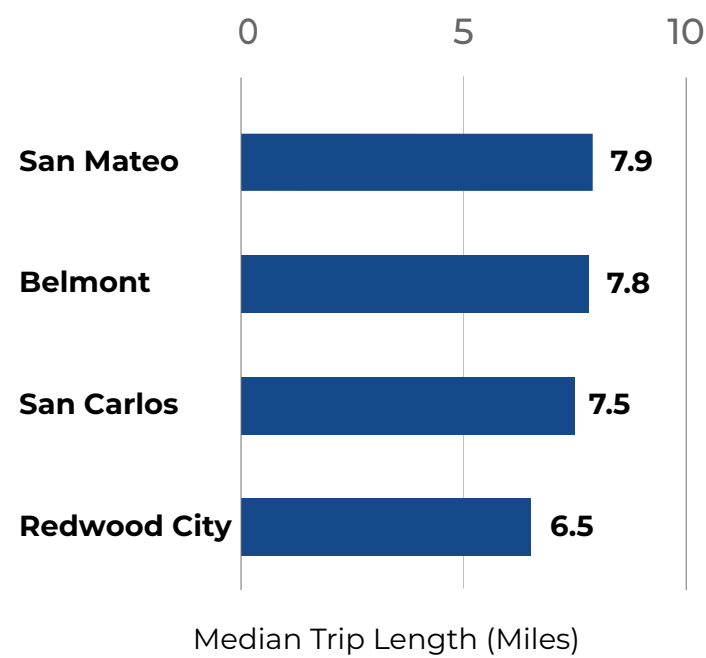
At the same time, the corridor functions as one of the county’s most important transit and commercial corridors. SamTrans’ bus Route ECR operates along the full length of the study area and is one of the highest-ridership bus routes in San Mateo County. Much of the corridor runs parallel to Caltrain, with several stations located directly adjacent to El Camino Real or within a quarter mile. The surrounding land use context ranges from low-density residential neighborhoods to higher-density mixed-use and commercial districts, notably bisecting or directly connecting the historic downtown cores of the Central Cities.

The average trip length in the Central Cities ranges from six to eight miles, as shown in **Figure 2.2**, which is typically served by transit or vehicle. The largest share of trips on El Camino Real are made by car, around 88 percent, followed by transit, hovering around 9 percent of trips, with the breakdown by city shown in **Figure 2.3**. Very few trips today are made by walking and bicycling, due to the lack of safe and accessible infrastructure for these modes. Existing sidewalks are uncomfortable and stressful due to lack of shade and proximity to high volume, high speed vehicle traffic.

State law,⁶ regional planning, and local planning efforts increasingly identify El Camino Real as a focus area for future housing and mixed-use growth. Priority Development Areas located throughout the corridor are expected to accommodate additional residents, jobs, and commercial activity in transit-accessible locations. As growth continues, El Camino Real is expected to function not only as a transportation corridor, but also as an urban boulevard and public space that supports placemaking and safe and convenient travel for people using all modes. This aligns with Caltrans’ own policy direction, which now requires that transportation projects on the state highway system deliver safe, comfortable, and connected facilities for people walking, biking, and riding transit, as part of a broader commitment to eliminating traffic fatalities and serious injuries and fostering thriving, socially vibrant communities.^{7,8,9}

While the role of El Camino Real has evolved significantly over time, much of the corridor’s physical design still reflects an auto-oriented highway intended primarily to move vehicles efficiently through the Peninsula. This mismatch between the corridor’s current function and its historic design creates many of the transportation and public realm challenges that exist today.

Figure 2.2. Average Trip Length in the Central Cities



Trip lengths in the Central Cities ranges from six to eight miles. Source: Replica, Spring 2024.

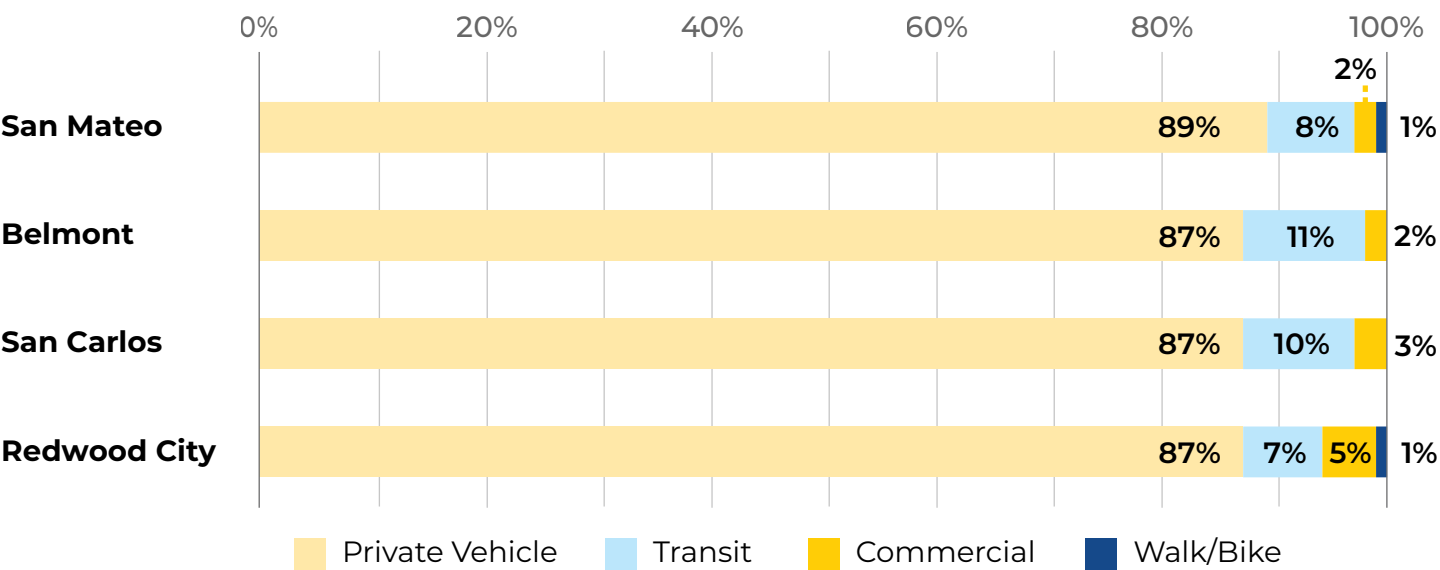
6. Senate Bill 79 (SB 79), 2025: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202520260SB79

7. Caltrans Director’s Policy (DP-36), 2022: https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/dp_36-a1ly.pdf

8. Caltrans Director’s Policy (DP-37), 2021: <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-a1ly.pdf>

9. Caltrans Director’s Policy (DP-40), 2026: <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a1ly.pdf>

Figure 2.3. Mode Share on El Camino Real by City



The share of person trips demonstrates that travel by private vehicle (including carpool) is the most dominate mode today. Source: Replica, 2024.



The vehicle-heavy mode share is influenced by design that prioritizes cars over other modes of travel.

El Camino Real and SR 92 (San Mateo)

Understanding the Challenges

El Camino Real as it exists today is falling short of meeting the needs of the Region.

The existing design of El Camino Real reflects transportation priorities of the mid-20th century, when the corridor primarily functioned as a regional highway focused on automobile movement. Today, however, the corridor serves a fundamentally different role: a multimodal urban corridor that must safely accommodate transit riders, pedestrians, bicyclists, local businesses, and growing residential communities.

As travel patterns, land uses, and transportation priorities continue to evolve, the corridor increasingly falls short of local and regional goals related to safety, accessibility, sustainability, transit performance, and placemaking. Understanding the existing challenges along El Camino Real is critical to identifying corridor improvements that better align the roadway with its current and future role.

CHALLENGES ALONG EL CAMINO REAL



Safety

In Central County alone, more than five people are killed or suffer life-altering injuries on El Camino Real each year.



Pedestrian Experience

Sidewalks along El Camino Real are typically less than six feet wide and utility poles, signal infrastructure, and other obstructions further limit accessible pedestrian space, particularly for people using mobility devices.



Transit Reliability

Route ECR currently experiences slow operating speeds and unreliable service throughout much of the study area, with evening peak-period travel speeds often falling below 15 miles per hour.



Bicycle Accessibility

There are no existing bicycle facilities along El Camino Real in Central County, except a one block stretch near Belmont Station.



Future Growth

The corridor's current auto-oriented layout is not compatible with plans for higher density development in the area.

Even where off-street bicycle paths exist, bicyclists still must cross uncomfortable intersections along El Camino Real.

El Camino Real and Ralston Avenue (Belmont)



Concentration of Severe Collisions

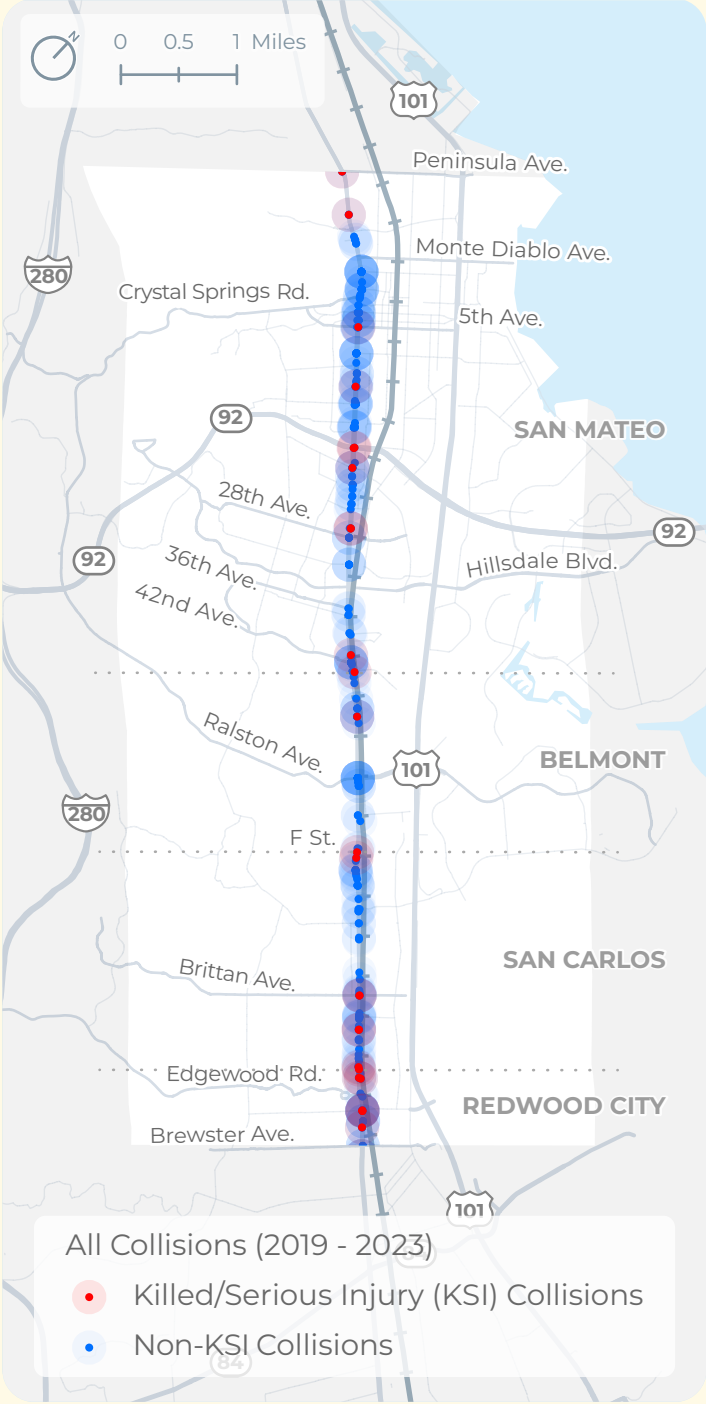
El Camino Real has one of the highest concentrations of serious injury and fatal collisions in San Mateo County. Despite accounting for only a small percentage of the county’s roadway network, the corridor experiences a disproportionately high number of fatal and severe injury collisions, mapped in **Figure 2.4**. In Central County alone, more than five people are killed or suffer life-altering injuries on El Camino Real each year.

Collision data from 2019 to 2023 in **Figure 2.5** shows that people walking and biking are disproportionately involved in injury collisions along El Camino Real compared to people traveling in vehicles. Severe injury and fatal crashes, shown in **Figure 2.6**, are also more likely to occur at intersections where long crossing distances, high turning volumes, and complex vehicle movements create challenging conditions for all modes.

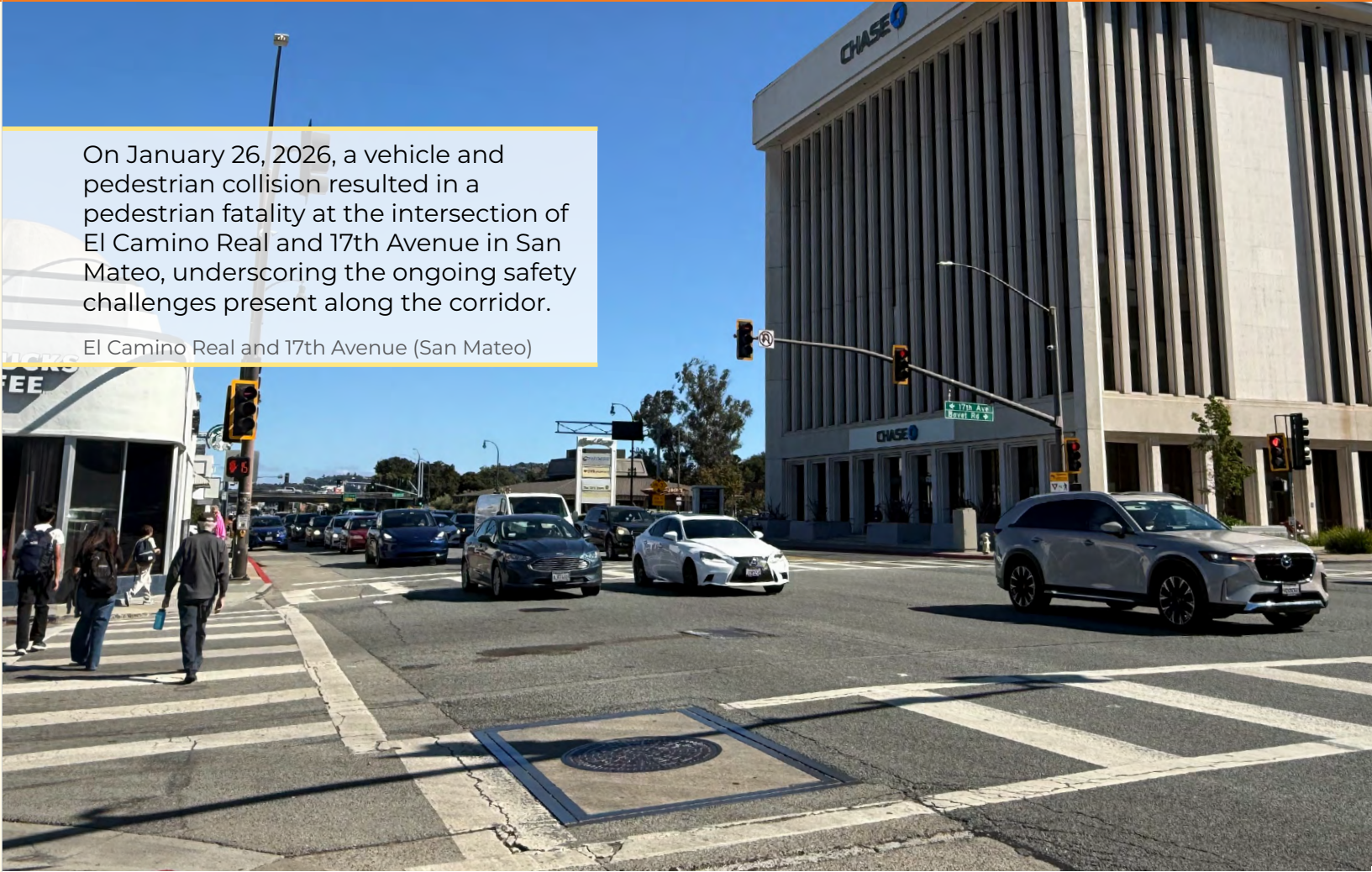
Unsafe speeds and failure to obey traffic signals are among the most common factors contributing to injury collisions along the corridor. Rear-end, broadside, and vehicle-pedestrian collisions are the most common crash types. Redesigning the street with improvements that reduce vehicle speeds, reduce conflict points, and separate modes with comfortable facilities are critical to improving safety outcomes along El Camino Real.

In San Mateo, 144 collisions resulted in injury between 2019 and 2023, including 11 fatal or severe injury collisions. The highest concentration of collisions occurred in downtown San Mateo and near the State Route 92 interchange. Belmont experienced 36 injury collisions, including two severe injury collisions, while San Carlos and Redwood City experienced 94 injury collisions, including 13 fatal or severe injury crashes. Collision concentrations in these communities are particularly high south of Arroyo Avenue.

Figure 2.4. Collisions Along El Camino Real



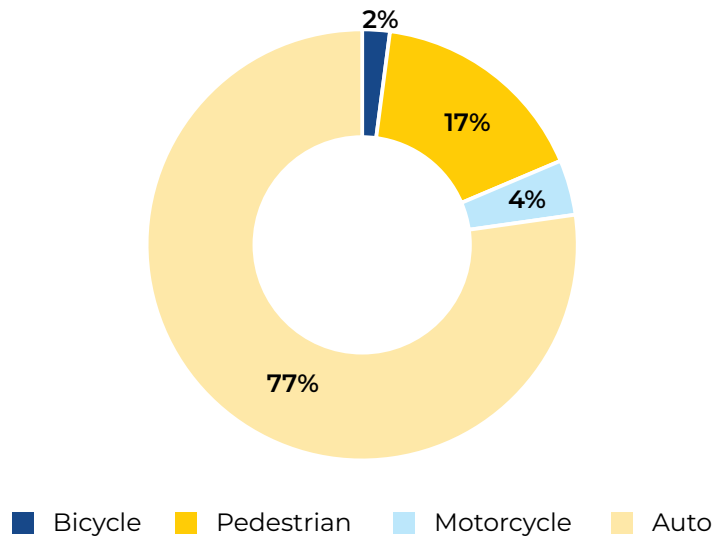
Collisions were concentrated in downtown San Mateo, near the State Route 92 interchange, and in San Carlos and Redwood City south of Arroyo Avenue. Source: TIMS, 2023.



On January 26, 2026, a vehicle and pedestrian collision resulted in a pedestrian fatality at the intersection of El Camino Real and 17th Avenue in San Mateo, underscoring the ongoing safety challenges present along the corridor.

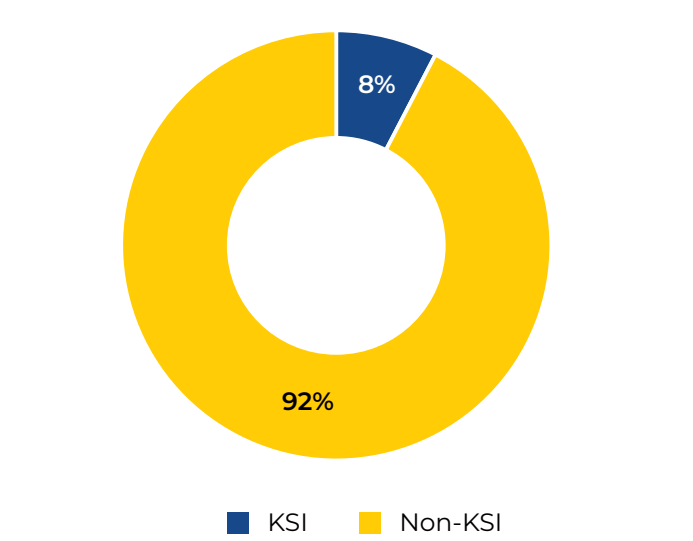
El Camino Real and 17th Avenue (San Mateo)

Figure 2.5. Injury Collisions by Mode



Bicycles and pedestrians account for 19% of injury collisions despite comprising 2% of all trips on El Camino. Source: TIMS, 2019-2023.

Figure 2.6. Killed/Serious Injury (KSI) Crashes



More than 80% of KSI collisions occurred at intersections. Source: TIMS, 2019-2023.

Uncomfortable Pedestrian Environment

Many segments of El Camino Real provide an uncomfortable, inaccessible, and uninviting environment for people walking. Sidewalks are typically less than six feet wide and utility poles, signal infrastructure, curb cuts, and other obstructions further limit accessible pedestrian space, particularly for people using mobility devices. Large portions of the corridor lack street trees, landscaping, or shade infrastructure, creating uncomfortable walking conditions during warm weather and reinforcing the corridor’s highway-oriented character.

Many side-street intersections are stop-controlled and do not have pedestrian crossings, making it harder for people to access businesses, housing, transit stops, and Caltrain stations. At signalized intersections, long crossing distances, auto-oriented signal timing, and reduced visibility for pedestrians create additional barriers to walking.

Although El Camino Real serves many commercial districts, transit stops, and downtown destinations, the poor quality

of the pedestrian environment often discourages walking and limits the corridor’s potential to function as an active and vibrant public space. This characteristic separates communities, making it harder to access one side from the other.

Outreach to community members gathered input on concerns and opportunities for El Camino Real.

Many community members had the same key concern for the corridor:

“Sidewalks are too narrow... and this is a scary crosswalk!”

Others also commented on the need to shorten crossing distances and improve visibility for people walking.

“Cars need to be able to see pedestrians, and pedestrians need to have adequate time to cross.”

Quotes reflect responses to the Phase 1 and 2 online surveys.

Long crossing distances increase exposure for people walking.

El Camino Real and Chestnut Street
(Redwood City)

Streetlights, telephone poles, and other utility conflicts block pedestrian through zones.

El Camino Real and 4th Avenue (San Mateo)

Lack of Bicycle Facilities
and Connections

There are no existing bicycle facilities along El Camino Real in Central County, except a one block stretch adjacent to the Belmont Caltrain Station. Bicycles are required to ride in mixed traffic flow with vehicles lanes, but with four to six vehicle lanes and posted speed limit of 35 miles per hour, bicycles cannot safely or comfortably share the street. Bicyclists have been observed using the sidewalks along El Camino Real, which are narrow and have frequent utility poles that reduce the usable space and create conflicts with people walking. The bicycle network on parallel city streets is fragmented or often nonexistent, leaving people who want to access the businesses, housing, and transit connection on El Camino Real via bike limited in their options.

Crossing El Camino Real on a bike can be equally challenging. The existing crossings are long with a high volume of conflicting vehicle movements and lack features that separate bicycles in time in space such as protected intersections and bicycle signals. El Camino Real is a barrier for bicyclists both on the corridor itself and for east/west travel.



People biking along El Camino Real must ride next to high volume, high speed vehicle traffic.

El Camino Real and State Route 92 (San Mateo)



Route ECR provides bus service along El Camino Real.
El Camino Real and 5th Avenue (San Mateo)

Deteriorating Bus Speed and Reliability

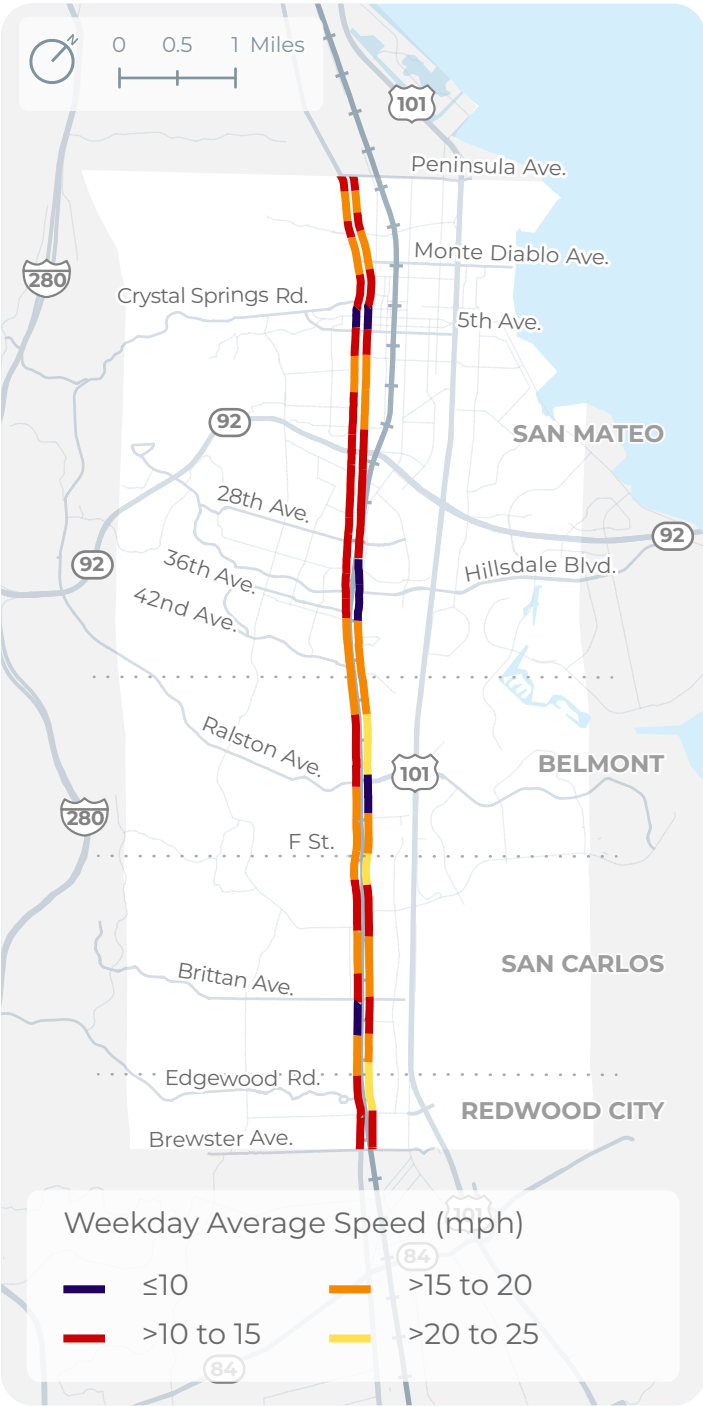
El Camino Real is one of the most important transit corridors in San Mateo County and serves as the backbone of the SamTrans network through Route ECR. Despite strong ridership and frequent service, transit operations along the corridor face ongoing challenges related to speed, reliability, and rider experience. The average weekday bus speed is shown in **Figure 2.7**.

Transit performance is constrained by roadway congestion, near-side stops, limited transit priority measures, and signal timing that prioritizes vehicle throughput over bus operations. Existing curbside bus stop configurations often require buses to merge back into traffic after stopping, further contributing to delay and unreliable travel times.

As a result, Route ECR currently experiences slow operating speeds throughout much of the study area, with evening peak-period travel speeds often falling below 15 miles per hour. The El Camino Real Bus Speed and Reliability Study (2022) estimated that transit lanes would improve peak hour travel times by 10 minutes northbound and 12 minutes southbound along Route ECR.¹⁰ If vehicle congestion worsens with increased demand, bus speed and reliability would continue to deteriorate. Improving transit speed and reliability will be essential to accommodating future growth while reducing dependence on private vehicle travel.

10. Samtrans, El Camino Real Bus Speed and Reliability Study, 2022: <https://www.samtrans.com/media/25336/download?inlinepdf>

Figure 2.7. Bus Speeds on El Camino Real (6AM to 7PM)



Average weekday bus speeds are largely lower than 15 miles per hour in the Central Cities. Source: El Camino Real Bus Speed and Reliability Study (2022).

A Street That Can't Absorb Expected Growth

El Camino Real is expected to accommodate substantial housing and mixed-use growth over the coming decades as shown in **Figures 2.8 and 2.9**. Throughout the study area, many parcels along the corridor are designated as Priority Development Areas intended to support transit-oriented housing, employment, and commercial activity.

As more people live, work, shop, and travel along the corridor, the current roadway configuration becomes increasingly incompatible with the surrounding land use context. A corridor designed primarily to

maximize vehicle throughput at the expense of other modes is not an efficient, safe, or effective way to move large numbers of people within a dense, mixed-use urban environment.

Accommodating future growth will require a corridor that safely and efficiently moves significantly more people, not simply more vehicles. Achieving this shift will require greater emphasis on walkability, safer crossings, high-quality transit service, bicycle connectivity, and a more comfortable public realm that supports short local trips and multimodal travel throughout Central County.

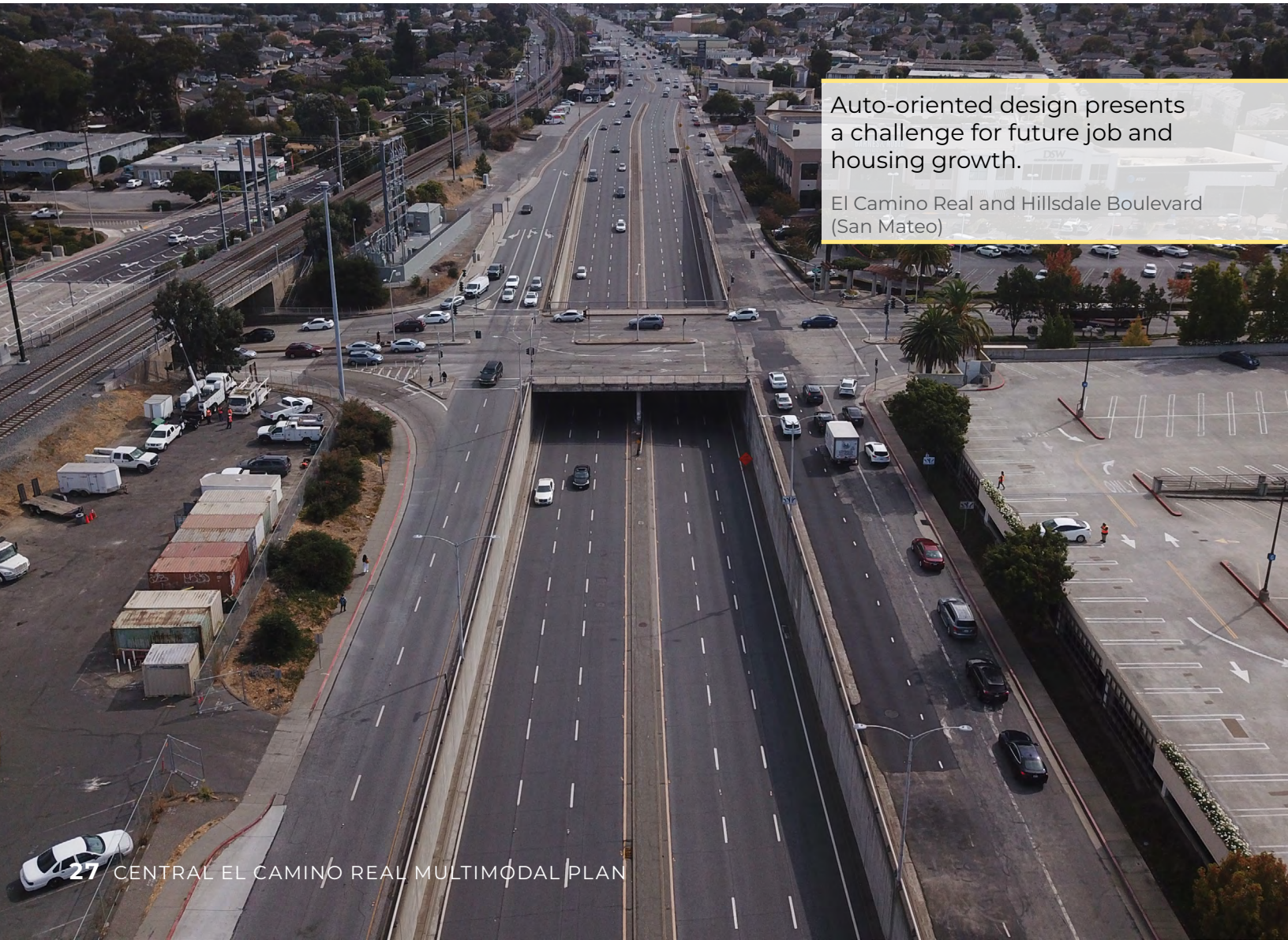
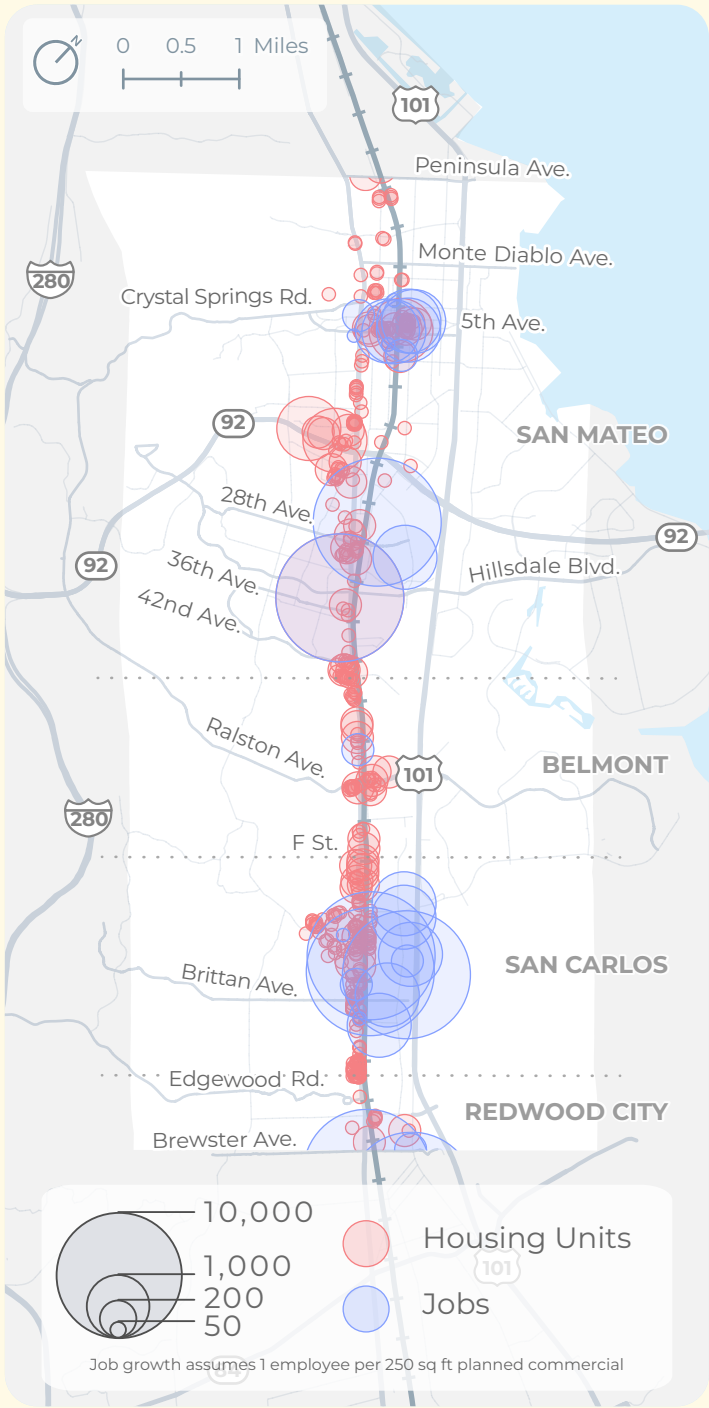
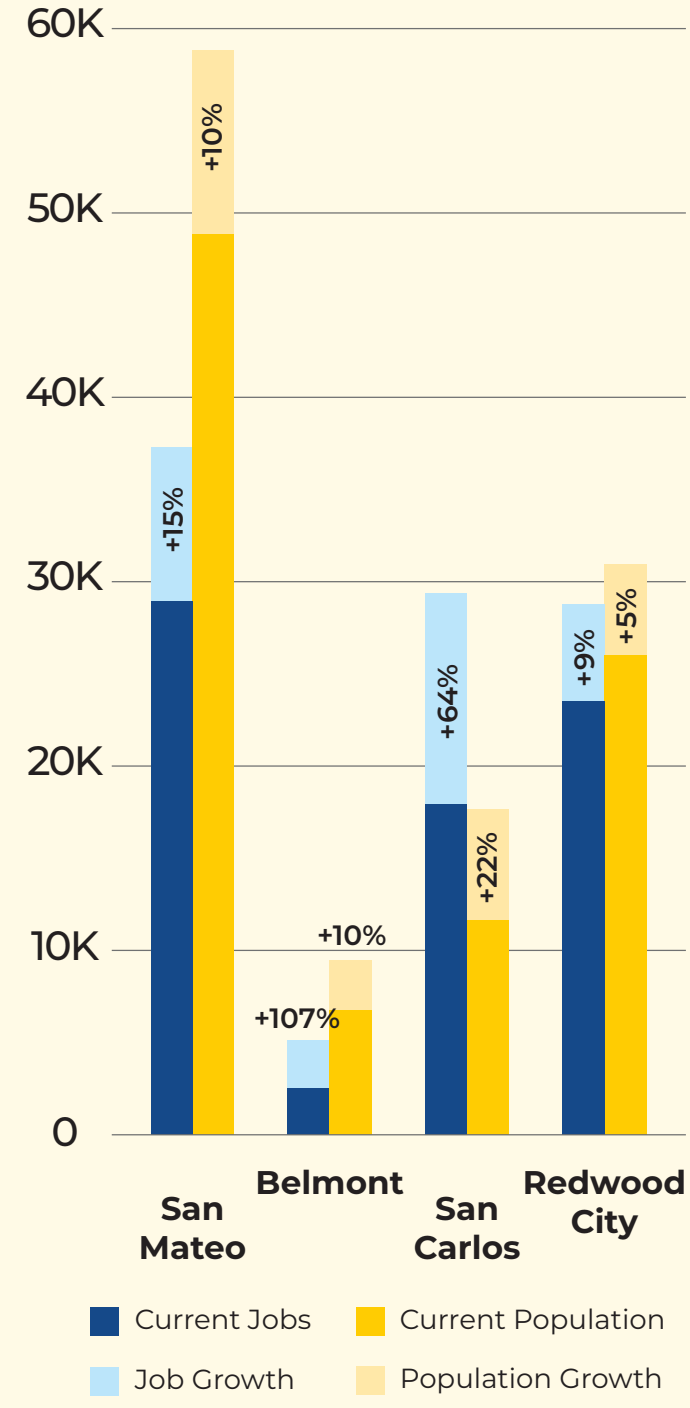


Figure 2.8. Anticipated Housing Units and Jobs along El Camino Real



The Central Cities are expected to accommodate substantial housing and mixed-use growth along El Camino Real in the coming decades. Source: Fehr & Peers, based on a review of individual city Housing Elements and development pipelines in Fall 2024.

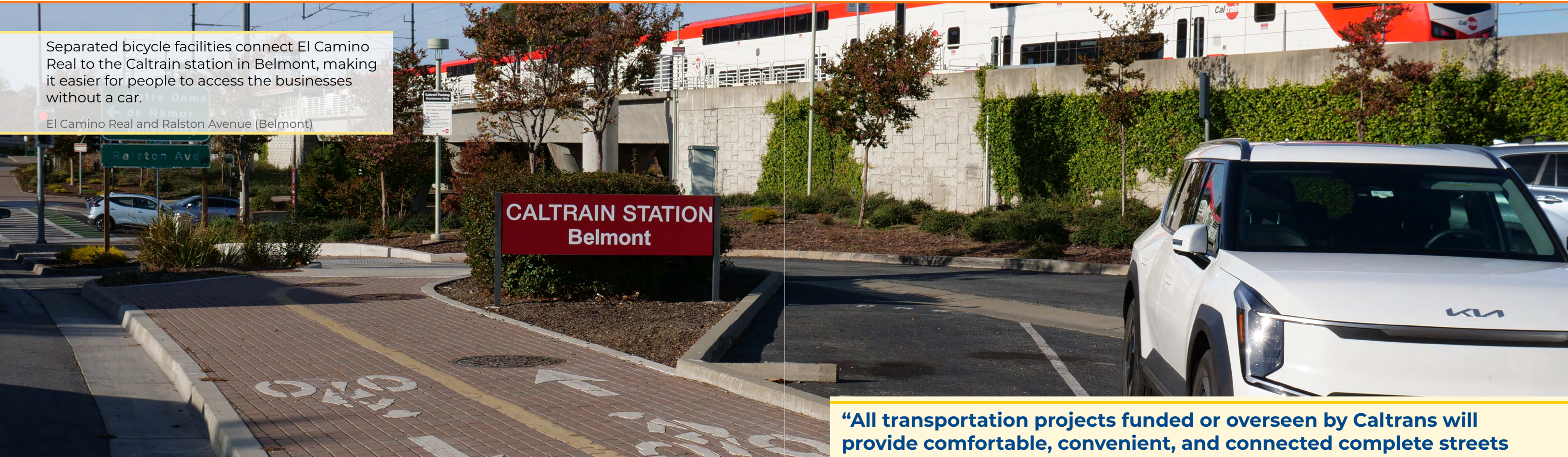
Figure 2.9. Anticipated Job and Population Growth



To calculate job growth, Fehr & Peers estimated a new job for every 250 SF of commercial/office development. To calculate population growth, Fehr & Peers estimated two new residents for every projected housing unit. Source: Fehr & Peers, based on a review of individual city Housing Elements and development pipelines in Fall 2024.

Separated bicycle facilities connect El Camino Real to the Caltrain station in Belmont, making it easier for people to access the businesses without a car.

El Camino Real and Ralston Avenue (Belmont)



“All transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit.”

- Caltrans Director’s Policy 37, Complete Streets

Policies and Previous Planning Efforts Influencing El Camino Real’s Future

Recent statewide policies have reshaped how Caltrans approaches projects on El Camino Real and other state highways.

Through DP-36, DP-37, and DP-40, Caltrans has committed to reducing fatal and serious injury crashes, creating Complete Streets that serve people of all ages and abilities, and improving transit travel times and reliability. These policies recognize that state highways in urban areas often function as community streets and should support walking, biking, and transit in addition to driving. The Central El Camino Plan reflects this direction by exploring ways to improve safety, to provide comfortable

pedestrian and bicycle facilities, and to support faster and more reliable transit service.

Regional and corridor-wide plans further reinforce the need for a multimodal El Camino Real. Caltrans District 4’s Bike Plan, Pedestrian Plan, and Bay Area Transit Plan all identify El Camino Real as an important connection between homes, jobs, schools, community centers, and regional transit. The SamTrans Bus Speed and Reliability Study identifies Route ECR as a priority corridor for transit improvements and recommends strategies to reduce delay and improve reliability, including transit-only lanes, bus stop consolidation and relocation, and implementing transit signal priority. These efforts shape the

Plan’s focus on creating safer and more connected travel options while improving transit performance along the study area.

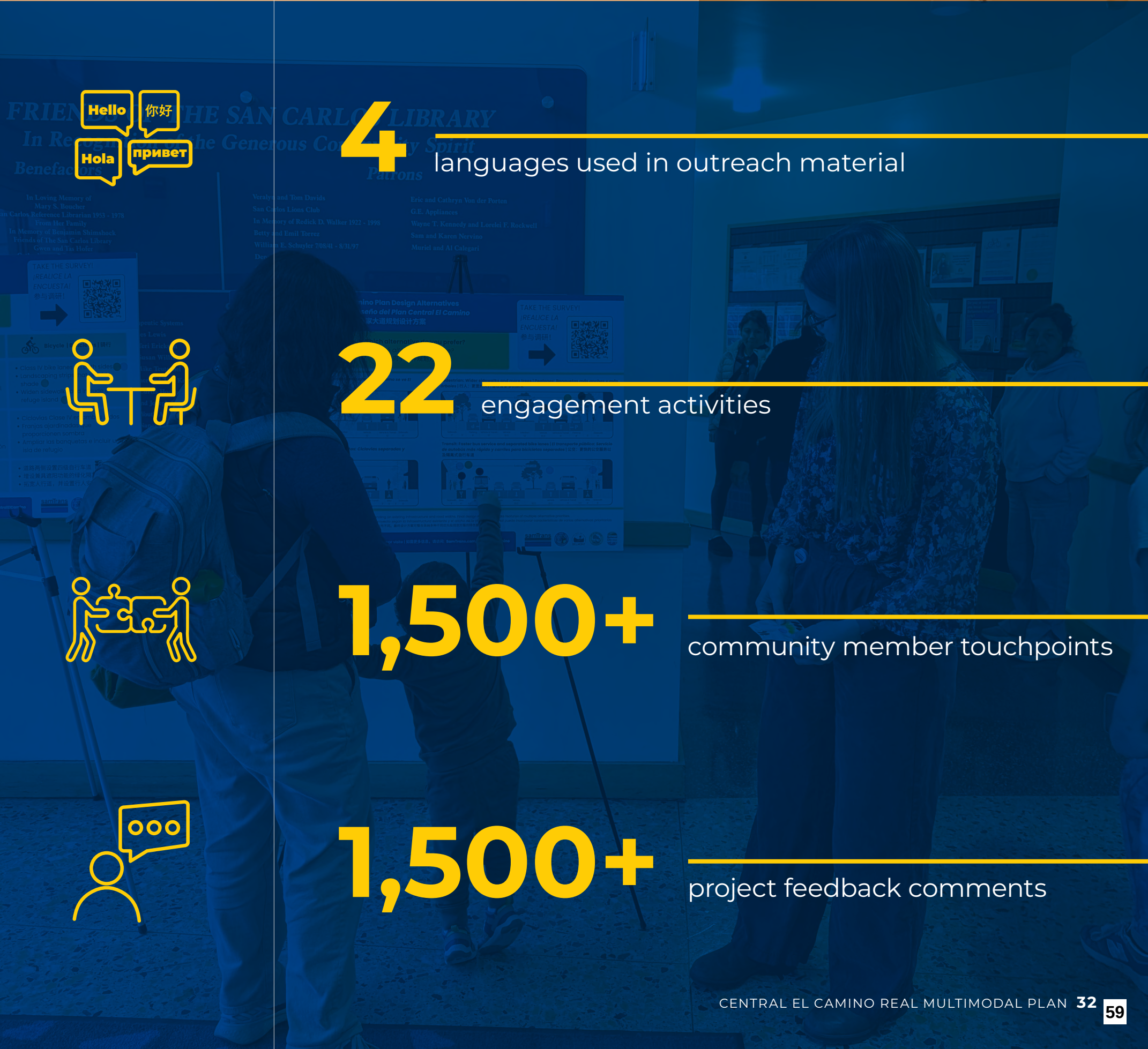
The Central Cities share a common vision for El Camino Real. Key priorities include improving safety through safer crossings and lower vehicle speeds, creating a more comfortable walking environment with wider sidewalks and additional street trees, expanding bicycle connectivity through continuous low-stress facilities, and improving transit speed and reliability along the Route ECR corridor. These shared priorities reflect a coordinated effort to make El Camino Real a multimodal corridor that better serves the needs of existing communities and the demands of future growth throughout central San Mateo County.

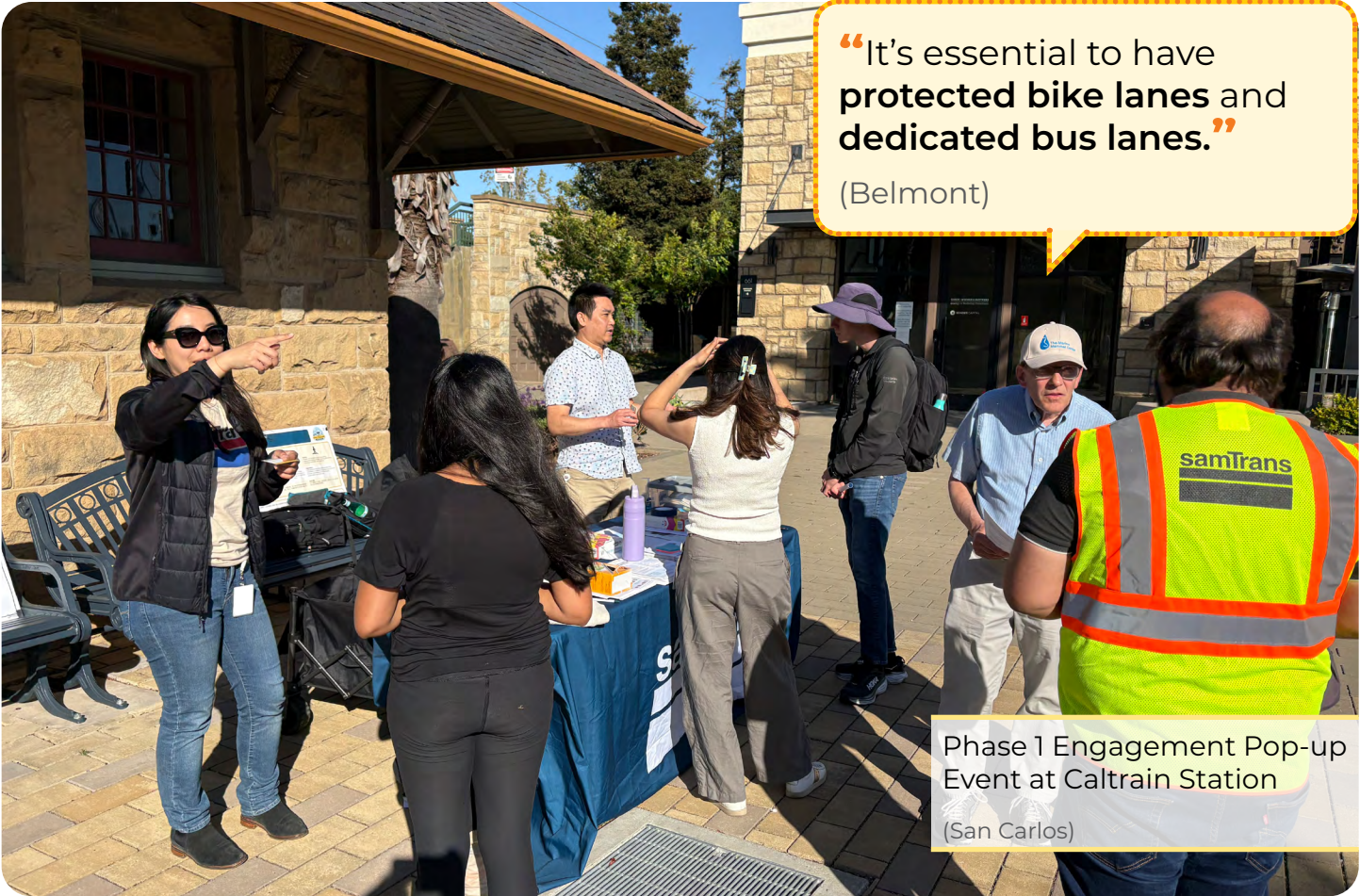
Local planning efforts in Belmont and San Carlos have also informed the vision for El Camino Real. The Belmont Village Specific Plan and the San Carlos Downtown Specific Plan and Streetscape Master Plan call for additional street trees and a more welcoming public realm that supports local businesses and future growth. Community feedback collected through these efforts consistently emphasized making El Camino Real easier and more comfortable to walk, bike, and access by transit. The Central El Camino Plan builds on these local priorities while creating a coordinated vision that extends across city boundaries and supports the broader goals of the Grand Boulevard Initiative.

3

Community Engagement

The Central El Camino Plan conducted two phases of community engagement between 2025 and 2026. Engagement activities gathered input from corridor users, residents, businesses, advocacy organizations, and historically underrepresented communities to help shape the Plan's understanding of existing conditions and needs and shape the future corridor. Refer to **Appendix A** for detailed summaries of engagement activities.





Phase 1: Listening to Understand the Corridor

Phase 1 engagement was performed to understand existing corridor conditions, identify transportation and safety concerns, and build awareness of the planning process.

Activities occurred between May and August 2025 and the engagement process sought to confirm issues previously identified in local planning efforts while collecting new input from corridor users and communities not previously engaged. Key questions focused on how people travel along El Camino Real, where safety concerns exist, and what types of improvements community members would like to see along the corridor.

Outreach materials and surveys were provided in multiple languages, including English,

Spanish, simplified Chinese, and Russian, to improve accessibility and broaden participation.

The Phase 1 engagement program included a wide range of outreach:

- 12 engagement events (3 pop-up events, 3 virtual listening sessions, 3 walk audits, 3 meetings with community-based organizations)
- An online map-based survey
- 5 presentations to community groups and advisory bodies
- More than 500 interactions with community members
- Over 800 location-specific comments related to walking, biking, transit, driving, and safety conditions

Quotes reflect responses to the Phase 1 online survey.



Phase 2: Discussing Alternatives with the Community

The Plan conducted Phase 2 engagement to gather feedback on draft corridor alternatives and improvement concepts developed through the technical analysis and Phase 1 input.

In Phase 2, which occurred between January and March 2026, community members chose their preferred street design for El Camino Real in each city and shared what improvements they most want to see.

Engagement materials were again provided in English, Spanish, and simplified Chinese to support broad participation.

Phase 2 engagement included the following outreach activities:

- **8 engagement events** (3 pop-up events, 3 virtual listening sessions, an in-person Spanish-language community-based organization meeting, and a virtual workshop)
- **An online survey**
- **Business outreach efforts**
- **9 presentations** to community groups and advisory bodies
- More than **1,000 interactions** with community members
- Over **700 survey responses** related to safety improvements on El Camino Real and transportation preferences



Phase 2 engagement at the San Carlos Library

(San Carlos)

Quotes reflect responses to the Phase 2 online survey.



Phase 2 Engagement Belmont Pop-up Event at Twin Pines Senior and Community Center

(Belmont)



Phase 2 Engagement Community-Based Organization Meeting with Peninsula Family Service

(San Mateo)

Phase 3: Communicating the Path Forward

The Plan conducted Phase 3 engagement in Summer 2026 to share back what was heard through Phases 1 and 2 and demonstrate how community input has informed the refinement of corridor alternatives and recommended improvements.

Building on feedback gathered from residents, businesses, community-based organizations, and historically underrepresented communities, Phase 3 focused on communicating the key themes and priorities identified throughout the engagement process and explaining how they are reflected in the final alternatives advancing into the Caltrans review process. Engagement activities provided community members and decision-makers, including City Councils, with an opportunity to understand the recommended path forward and how public input helped shape the Plan’s outcomes.



Phase 1 Pop-up event in Belmont
(Belmont)

4

Vision for Central El Camino Real

Access points should be designed for easy transitions between modes.

(Belmont)



How the Vision Developed

The El Camino Real alternatives were developed through a year-long process which included evaluating existing conditions, consulting with City Staff from each of the four cities, reaching out to the community, and engaging with city leadership including city managers and councils.

The initial development of alternatives created three cross sections for each segment, organized around modal priority: transit priority, pedestrian priority, and bicycle priority. These alternatives originated from the universe of cross section options developed by the GBI Action Plan. The project team then adapted them to city-specific contexts, making sure they reflect previous planning efforts from Caltrans, San Mateo, Belmont, San Carlos, Redwood City, SamTrans, and other agencies. They also seek to address critical existing challenges along the corridor, as informed by the existing conditions analysis, feedback from agency stakeholders, and community input on needs and priorities. The designs also strive to align with Caltrans standards and guidance.

The project team evaluated the initial cross sections based on several key metrics. The full evaluation matrix is included in **Appendix C**:

- Alignment with Caltrans Policy
- Alignment with Local Policy
- Effect on People Walking
- Effect on People Biking
- Effect on People Riding Transit
- Effect on People Driving and Parking
- Effect of the Environment
- Addressing Community Input

The second phase of community engagement sought feedback on each cross section. Both the evaluation and community feedback informed the refinement of alternatives into current recommendations.



What We Heard From Community Members

Across the Central Cities, Phase 2 feedback reflected a strong desire for a safer, more comfortable, and more connected El Camino Real that better serves people walking, biking, and riding transit. Community members consistently expressed support for pedestrian safety improvements, protected bicycle facilities, and transit-priority treatments. Respondents also emphasized the importance of creating a corridor that is easier to navigate, more welcoming for users of all ages and abilities, and better connected to surrounding neighborhoods, destinations, and regional transit services. While opinions varied regarding the extent to which vehicle travel lanes should be reallocated, a common theme across all cities was the desire to balance different travel needs while creating a safer and more multimodal corridor.

San Mateo

Phase 2 feedback in San Mateo highlighted a similar level of support across all alternatives. Many respondents supported continuous wider sidewalks, protected bicycle lanes, and dedicated bus facilities that would encourage more people to travel without driving and improve connections to destinations throughout the city. Participants highlighted safety concerns in the downtown area, particularly at busy intersections where turning vehicles interact with people walking and biking. Respondents also identified the Hillsdale area as an important location for improving transit operations and connectivity. Some respondents expressed concern about reducing vehicle capacity and the potential for increased congestion, reflecting the desire for a corridor that better balances all modes while providing safe and continuous connections for people walking, biking, and riding transit.

“Traffic is at capacity now, cannot remove any lanes...”

“Speed bus service with dedicated lane. Also increase distance between stops by 50% to reduce stops and increase bus speed; faster busses are more usable.”

“I would love to have continuous separated bike lanes -- currently the speed [on El Camino Real] makes it dangerous without separation.”

“Wider sidewalk for sure because the shops are really struggling when the outside is so unpleasant when cars are zooming by.”

Quotes reflect responses to the Phase 2 online survey.

Belmont

In Belmont, Phase 2 feedback indicated strong support for improving bicycle conditions along El Camino Real. Respondents frequently identified protected bicycle lanes as a priority, often citing concerns about safety and comfort when riding alongside vehicle traffic. Many participants expressed interest in using bicycles more often for local trips if safer facilities were provided, viewing bicycle improvements as an important step toward reducing reliance on driving. Feedback also reflected support for improved transit service and a more comfortable pedestrian environment.

“Pedestrian and bicycle safety is paramount as road speeds increase. **Let’s make [El Camino Real] a safe and welcoming space for foot and bike travel** that is well connected, [especially] to our mass transit options (i.e., Caltrain).”

“...I would like to ride a bike more and use more buses. I want to drive less as I get older. But I am afraid to ride on El Camino.”

“I’d prefer **bikes and busses and wider sidewalks**. Happy to give up car lanes and parking for that.”



Despite recent improvements, there are still many changes that would make El Camino Real feel safer for people outside of cars.
El Camino Real and Ralston Avenue (Belmont)

San Carlos

Phase 2 feedback in San Carlos reflected a desire for a well-balanced corridor that improves multimodal travel while maintaining functionality for all users. Respondents frequently supported both bicycle and transit improvements, often viewing them as complementary investments that would strengthen connections to Caltrain and other regional destinations. Safety and comfort for bicyclists were recurring themes, alongside support for faster and more reliable bus service. Opinions regarding pedestrian enhancements were more mixed, with some respondents prioritizing bicycle and transit improvements.

“The only way to use El Camino on the bike is via a **separated bike lane**.”

“I think the single best thing that could happen to [El Camino Real] for San Mateo County is a **dedicated bus lane**. ”

“**Bikes and buses both - all up and down the peninsula would be great**. Combined with Caltrain you can get almost anywhere.”

Quotes reflect responses to the Phase 2 online survey.

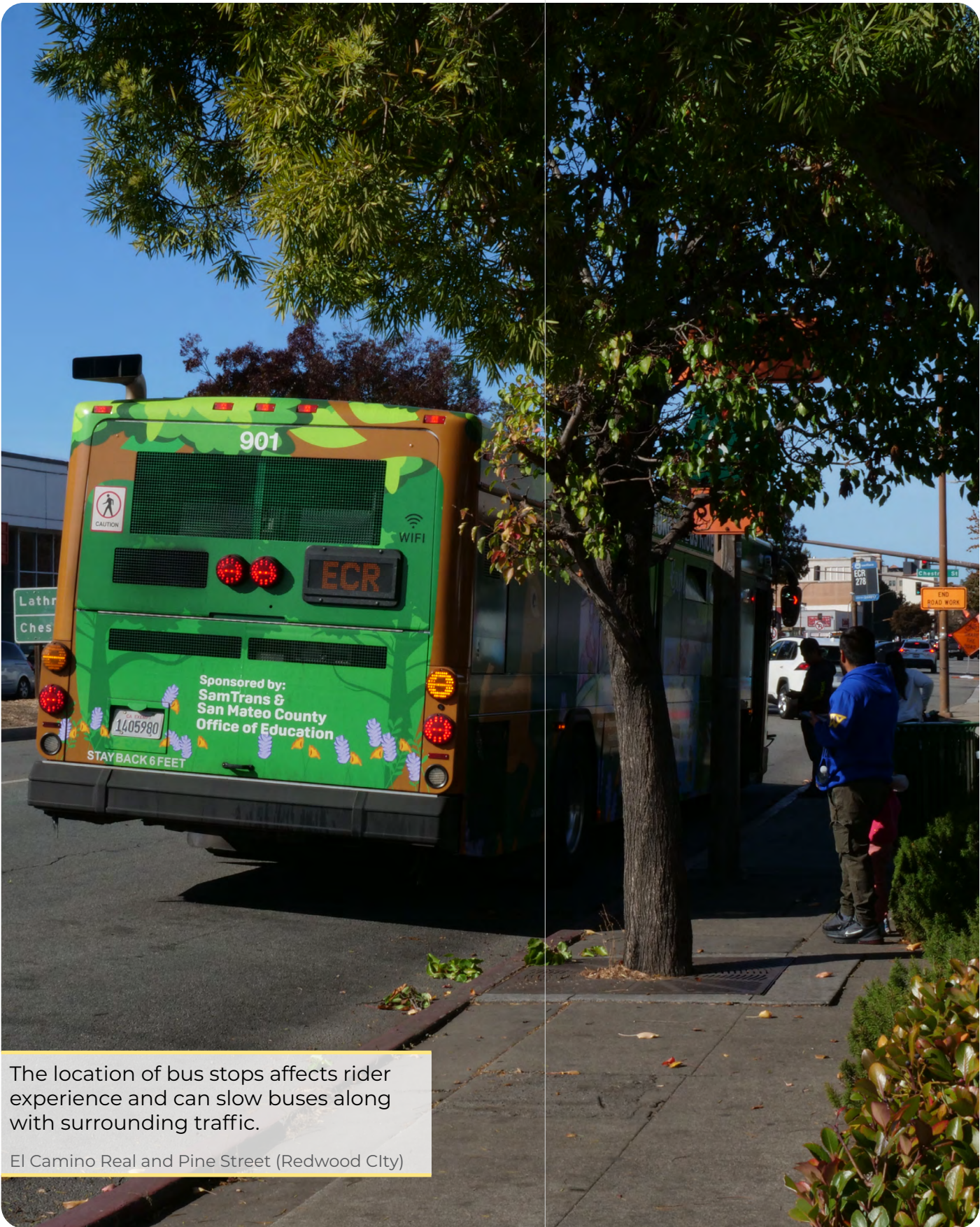
Redwood City

Phase 2 feedback in Redwood City emphasized creating a safer and more attractive multimodal corridor through improvements for walking, biking, and transit. Respondents frequently supported protected bicycle lanes, dedicated bus lanes, and wider or more comfortable pedestrian spaces, often linking these improvements to increased safety and quality of life. Many participants expressed interest in reducing reliance on driving by providing more viable transportation alternatives, while others noted concerns about maintaining vehicle mobility and parking access.

“I would like **wider sidewalks to encourage walking** in the community.”

“**Protected bike lanes and dedicated bus lanes** would be great.”

“Having **dedicated transit only lanes** will greatly improve the speed and reliability of bus service along [El Camino Real] - I am a frequent rider of the ECR bus and **it frequently gets delayed by non-bus traffic.**”



The location of bus stops affects rider experience and can slow buses along with surrounding traffic.

El Camino Real and Pine Street (Redwood City)

Design Considerations

The designs were developed based on Caltrans standards in Design Information Bulletin 94 Complete Streets: Contextual Design Guidance (DIB 94) and Design Information Bulletin 89-02: Class IV Bikeway Design Guidance (DIB 89-02). DIB 94 provides guidance for the width of different Complete Streets elements based upon the context of the street. DIB 94 is the primary resource for determining the preferred widths of pedestrian, bicycle, and vehicle facilities along El Camino Real and supersedes the design standards in the Highway Design Manual (HDM). DIB 89-02 provides guidance for the design of Class IV Separate Bikeways, both for the basic cross sections and for conflict locations at intersections, driveways, and loading areas.

Additional design standards align with standards from the California HDM and California Manual on Uniform Traffic Control Devices (CA MUTCD). The full design considerations document can be found in **Appendix C**.

Reference to Previous Planning Efforts

The following design alternatives and targeted spot improvements also pull from previous countywide and local planning efforts. The following plans were referenced:

- **SamTrans:** SamTrans Bus Speed and Reliability Study (2022);
- **San Mateo:** Complete Streets Master Plan (ongoing, draft), Local Roadway Safety Plan (2024), Transit Oriented Development Pedestrian Access Plan (2022), Bicycle Master Plan (2020);
- **Belmont:** Belmont Village Specific Plan (2017), Comprehensive Bicycle and Pedestrian Plan (2016);
- **San Carlos:** Downtown Streetscape Master Plan (2025), Bicycle and Pedestrian Master Plan;
- **Redwood City:** El Camino Real Corridor Plan (2017), RWC Walk Bike Thrive (2022), RWC Moves (2018).

Quotes reflect responses to the Phase 2 online survey.

Alternatives

Three design alternatives for El Camino Real will advance into the Caltrans project development process.

El Camino is currently four to six vehicle lanes, with parking along most of the corridor. There are no existing bicycle facilities along the corridor, and sidewalk space is typically narrow, without street trees or other shade.

Through the alternatives development process, the project team used community feedback and evaluation results to narrow the range of cross section options and combine similar cross sections into three design alternatives.

These three design alternatives for El Camino will advance into the Caltrans project development process. The following cut sheets describe the proposed alternatives, shown through representative cross sections for each of the eight distinct segments along the corridor. The cross sections within each alternative work together as a complete corridor-wide concept and are not intended to be mixed-and-matched with cross sections from other alternatives. The exact widths of the design elements and detailed considerations will be determined during further study in future phases of the process.

These alternatives will be carried forward into the Caltrans review process at which point we will evaluate critical feasibility consideration including, but not limited to, traffic operations, safety outcomes, right-of-way constraints, and parking impacts.

Alternative 1 prioritizes transit speed with dedicated bus lanes and includes dedicated bicycle facilities in Belmont, San Carlos, and Redwood City. Sidewalk improvements and street trees are proposed where widths allow.

\$23.5M per mile 20% of GBI cost

Alternative 2 prioritizes pedestrian and bicycle comfort, including wider sidewalks, street trees, and dedicated bicycle facilities in Belmont, San Carlos, and Redwood City.

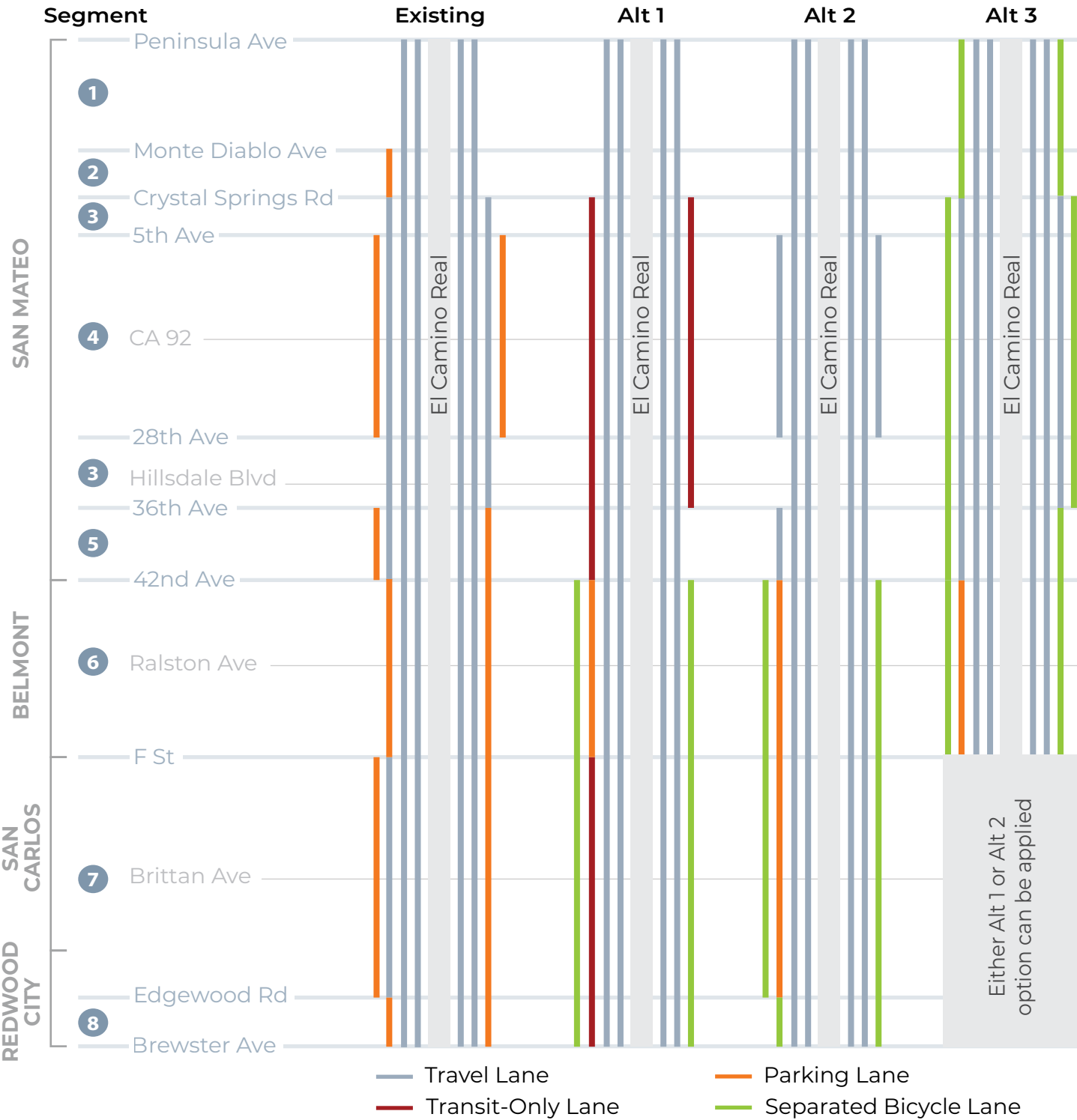
\$22.1M per mile 19% of GBI cost

Alternative 3 only shows a variation for the San Mateo segments, which includes maintaining travel lanes and separated bicycle facilities. Belmont, San Carlos, and Redwood City may advance either Alternative 1 or 2 along with San Mateo's alternative 3.

\$23.4M per mile 20% of GBI cost

Corridor Overview

Click on the segment number you want to navigate to.



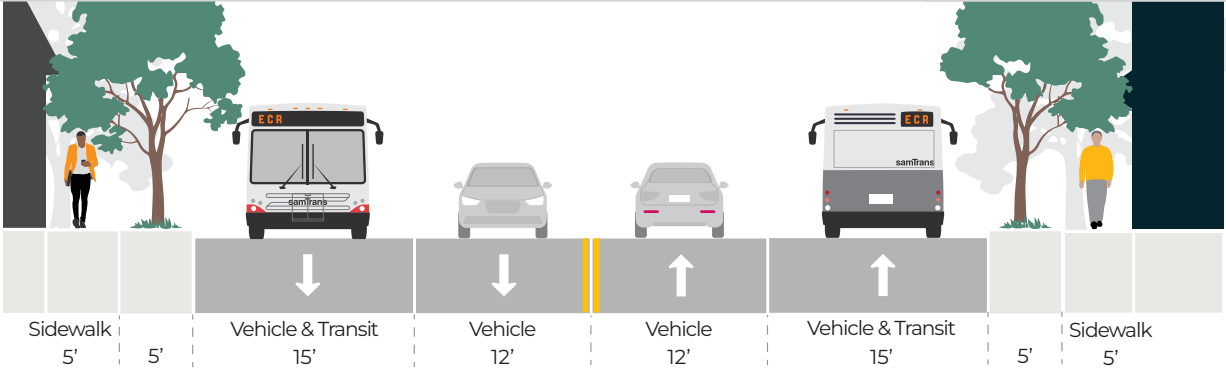
Click to view corridor-wide improvements: BIKE CONNECTIVITY SPOT IMPROVEMENTS

SEGMENT 1

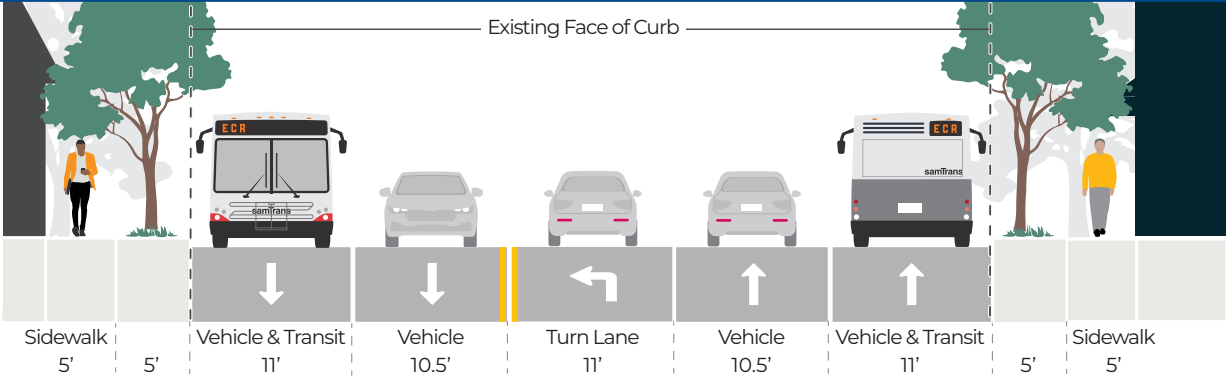
Peninsula Ave to Monte Diablo Ave

Segment 1 of El Camino has 74 feet of right-of-way with two vehicle lanes in each direction. This segment accommodates sidewalks and landscaping with trees on both sides, but does not include left turn pockets or on-street parking. Sidewalks on this segment do not meet minimum widths provided in Caltrans design standards. The main land uses adjacent to this segment are medium-density residential areas.

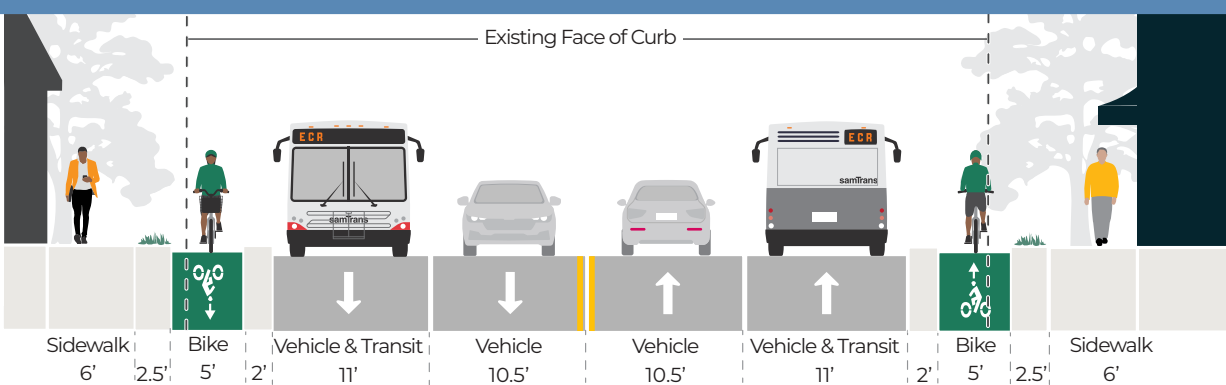
Existing Cross Section (Looking North) 74'



Alternative 1 & 2 Cross Section



Alternative 3 Cross Section

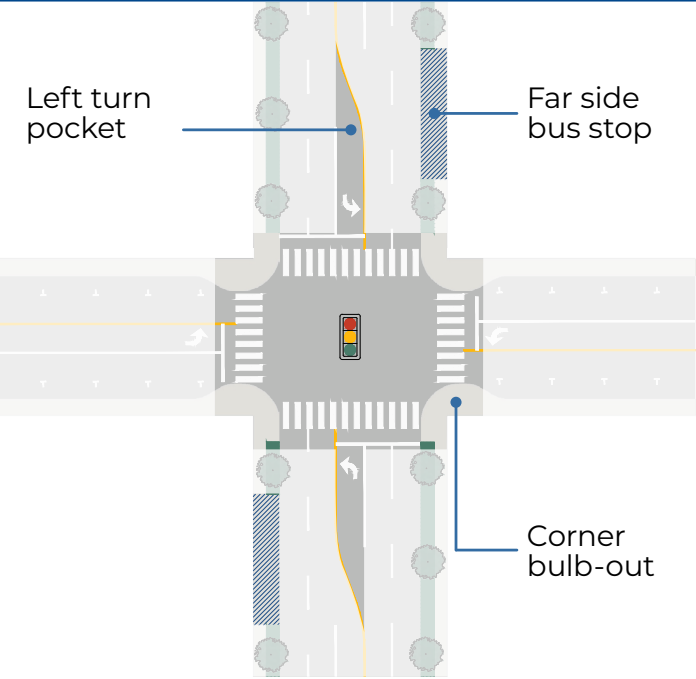


Sidewalk widths for these alternatives do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

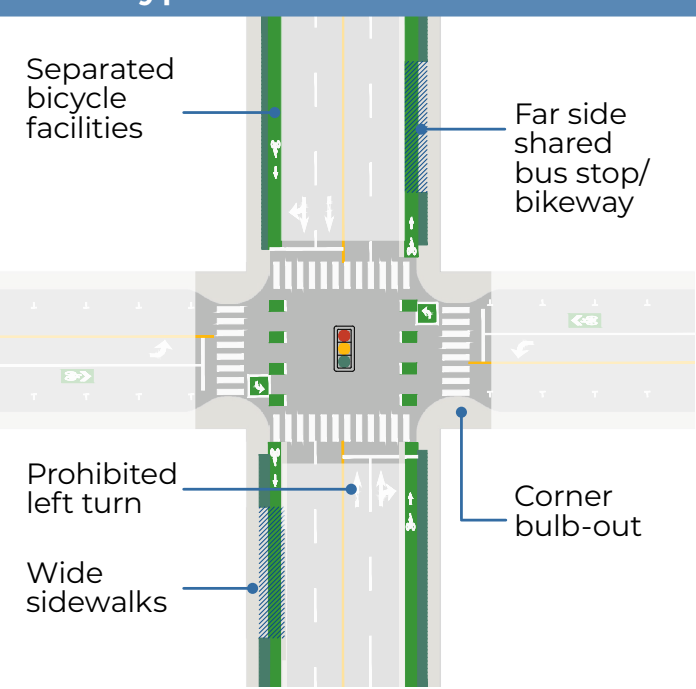
Proposed Key Changes

Alternatives 1 and 2 prioritize transit reliability by adding left turn pockets which improves circulation, improves safety, and reduces delay. Alternative 3 prioritizes safety and comfort for people walking and biking by adding separated bicycle facilities and widening sidewalks on both sides; left turns would be prohibited to improve safety at intersections.

Alt 1 & 2 Typical Intersection

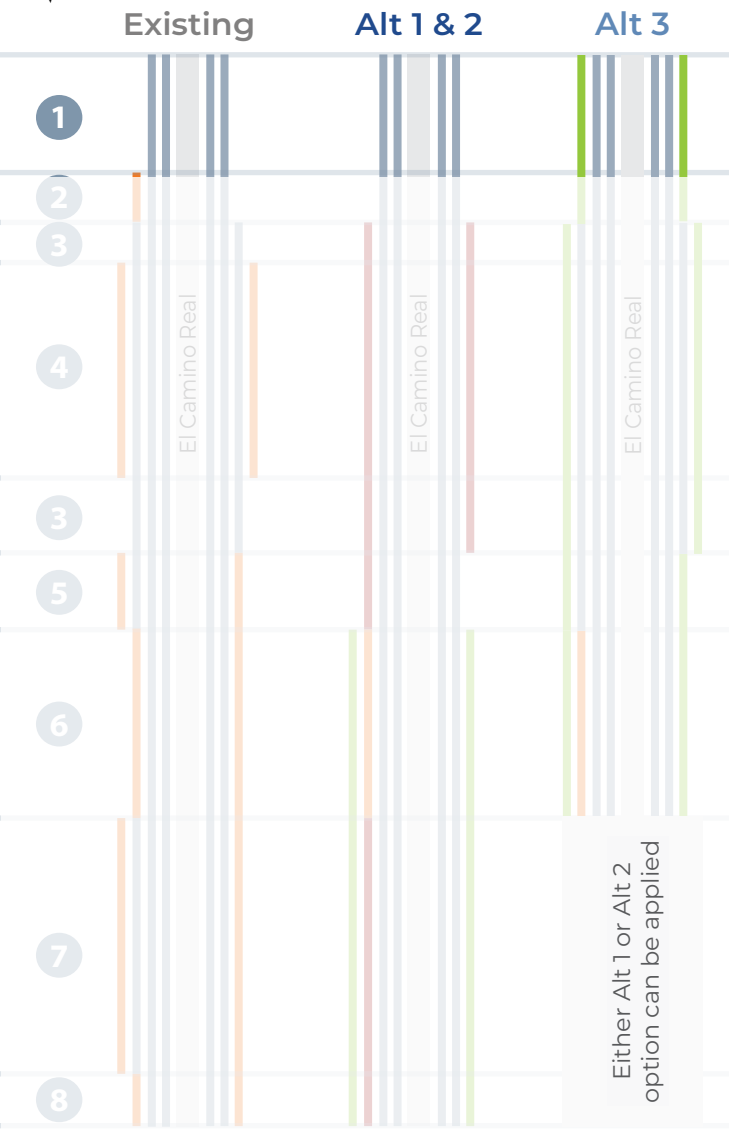


Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



Travel Lane
Transit-Only Lane
Parking Lane
Separated Bicycle Lane

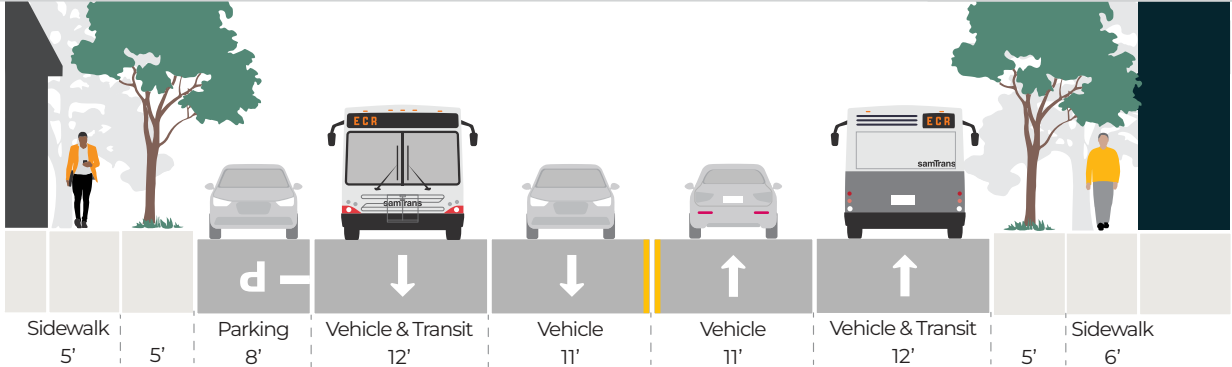
SEGMENT 1 SPOT IMPROVEMENTS

SEGMENT 2

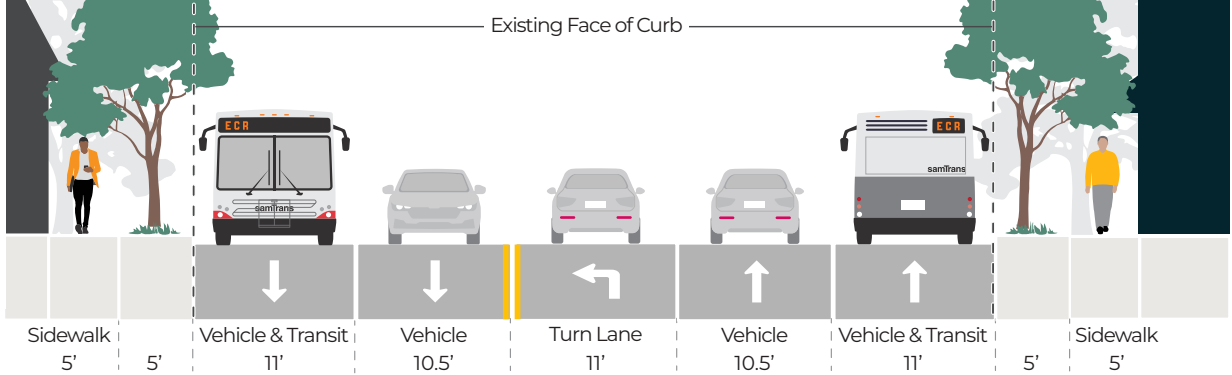
Monte Diablo Ave to Crystal Springs Rd

Segment 2 of El Camino has 74 feet of right-of-way with two vehicle lanes in each direction. This segment accommodates on-street parking on the west side and sidewalks and landscaping with trees on both sides, but does not include left turn pockets. Sidewalks on this segment do not meet minimum widths in Caltrans design standards. The main land uses adjacent to this segment are medium-density residential areas.

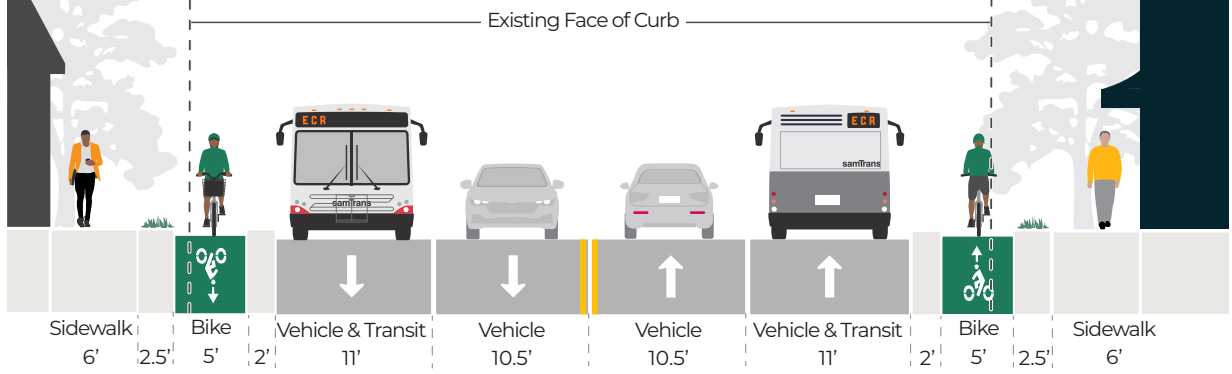
Existing Cross Section (Looking North) 74'



Alternative 1 & 2 Cross Section



Alternative 3 Cross Section

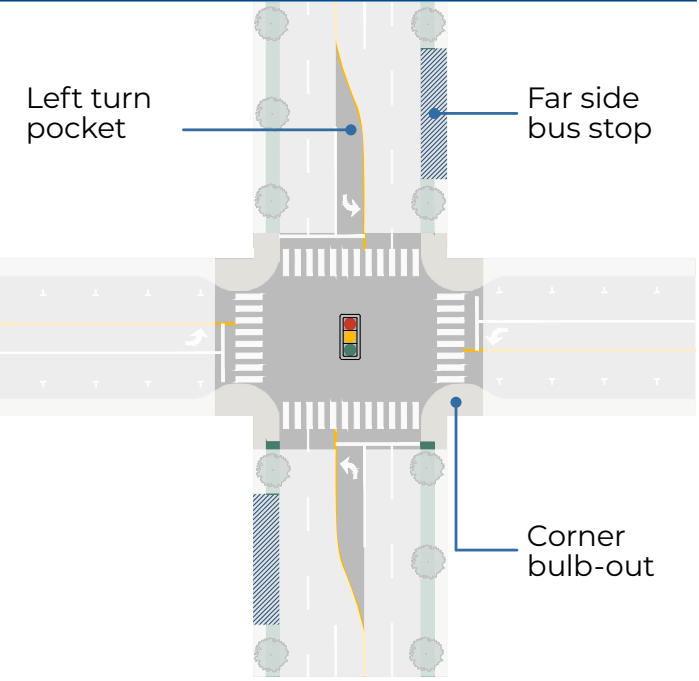


Sidewalk widths for these alternatives do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

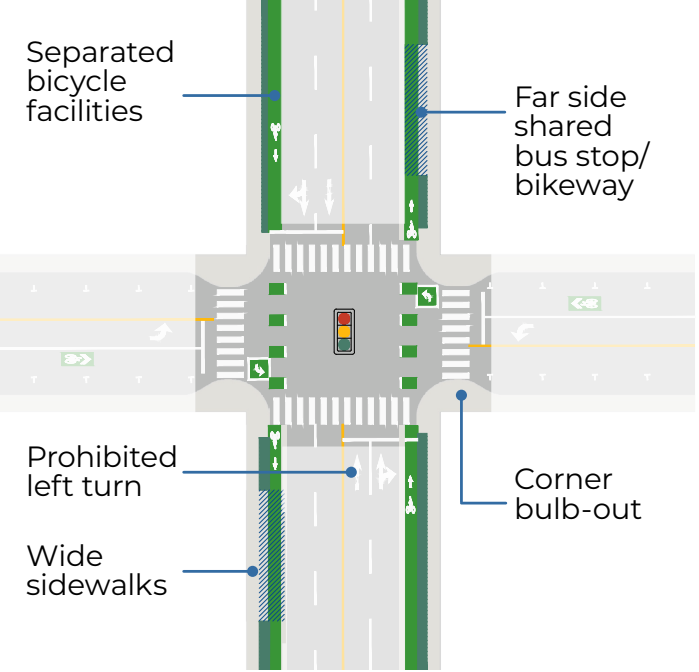
Proposed Key Changes

All alternatives proposed for this segment are the same as those for Segment 1. The only difference in key changes for all alternatives is removing the on-street parking on the west side.

Alt 1 & 2 Typical Intersection

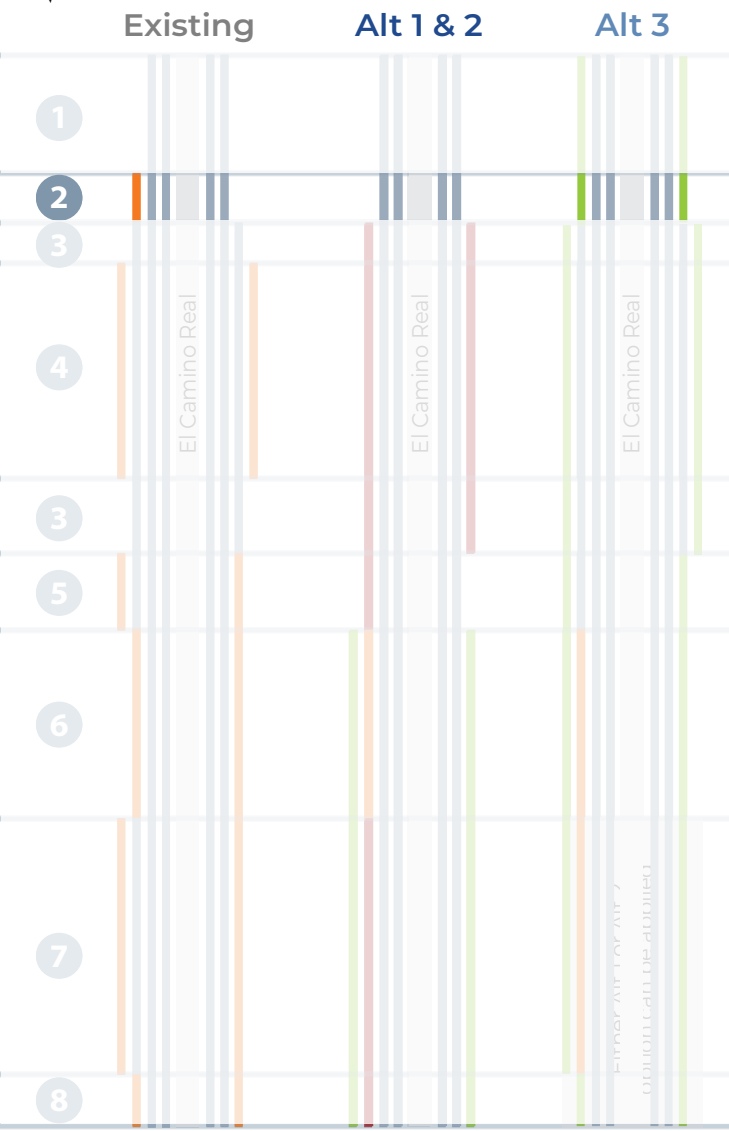


Alt 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



- Travel Lane
- Parking Lane
- Transit-Only Lane
- Separated Bicycle Lane

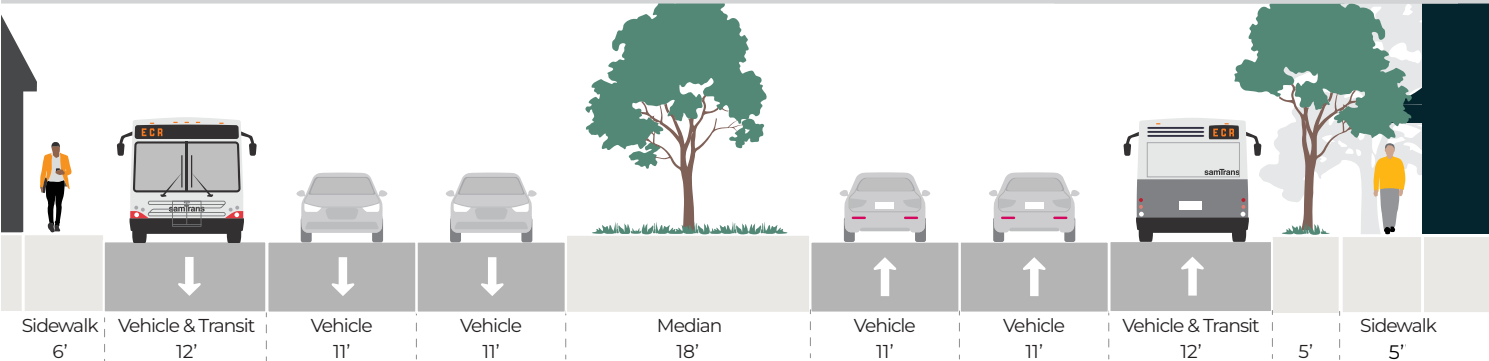
SEGMENT 2 SPOT IMPROVEMENTS

SEGMENT 3

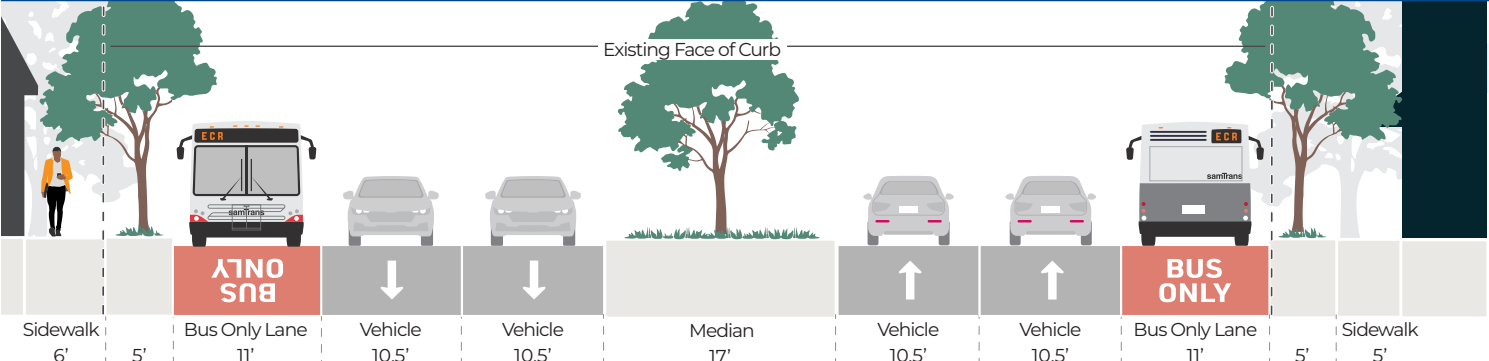
Crystal Springs Rd to 5th Ave / 28th Ave to 36th Ave

Segment 3 of El Camino has 102 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates a raised concrete median with left-turn pockets at intersections, sidewalks on both sides, and landscaping with trees on the east side, but no on-street parking. Sidewalks do not meet minimum Caltrans width standards. The main adjacent land uses are the downtown core and Hillsdale commercial areas.

Existing Cross Section (Looking North) 102'

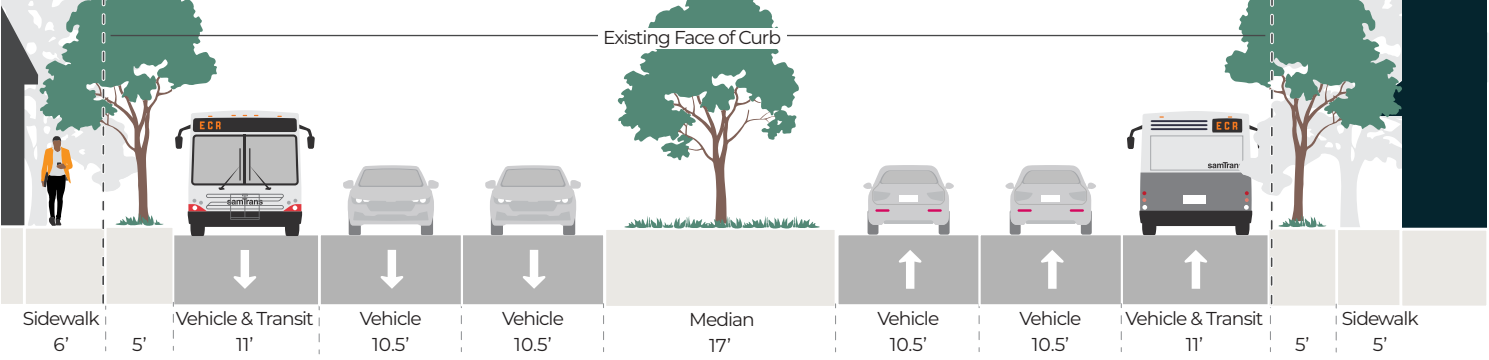


Alternative 1 Cross Section



At intersections, the median would be used for left-turn pockets. Parking feasible if sidewalks/median narrowed (trees removed). Or, separated bikeways feasible if sidewalks and median narrowed (trees removed).

Alternative 2 Cross Section

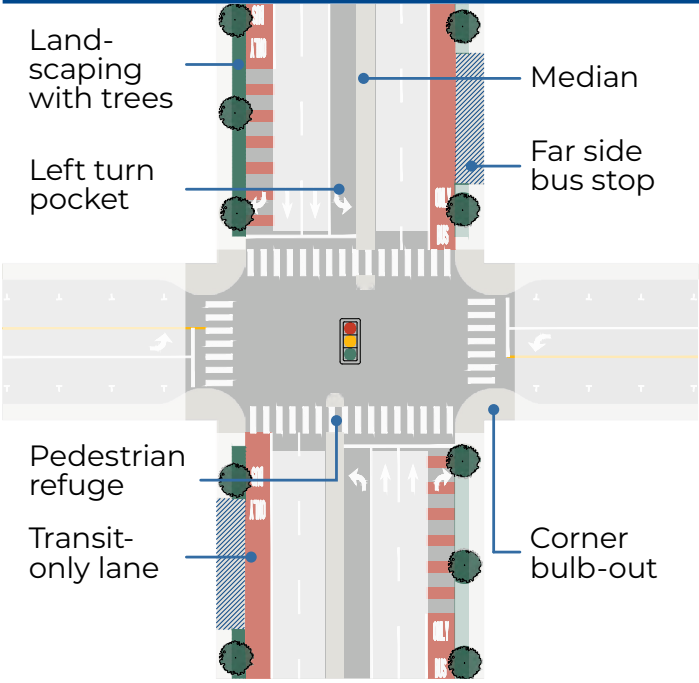


At intersections, the median would be used for left-turn pockets. Parking feasible on one side if sidewalks/median narrowed (trees removed).

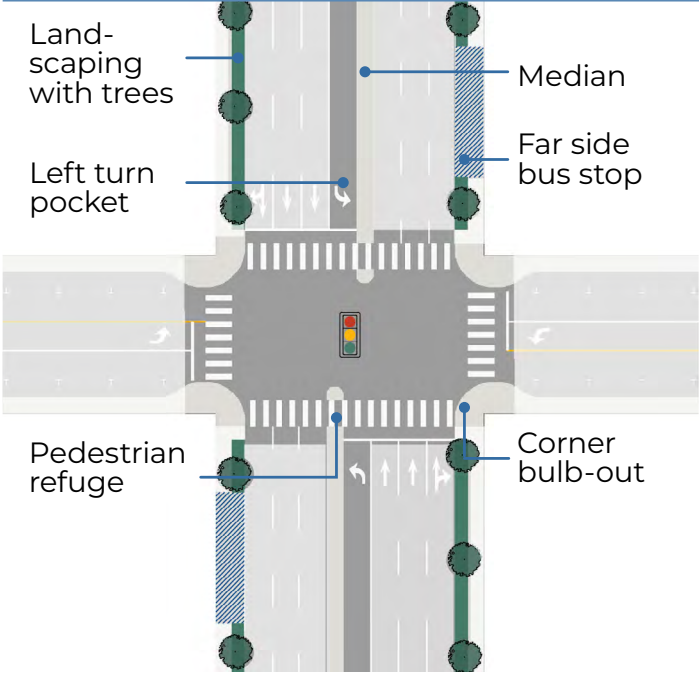
Proposed Key Changes

Alternative 1 prioritizes transit reliability by converting one vehicle lane to a transit-only lane in each direction. Alternative 2 widens sidewalks, enhancing comfort for people walking. Both alternatives provide a pedestrian refuge, narrow lanes and left turn pockets, provide landscaping with trees on the west side, relocate bus stops to the far side, and improve safety for all modes. Parking is feasible if sidewalks or the median is narrowed, requiring tree removal. Future design phases may consider reducing the median width to allocate space to other priorities, such as wider sidewalks.

Alt 1 Typical Intersection

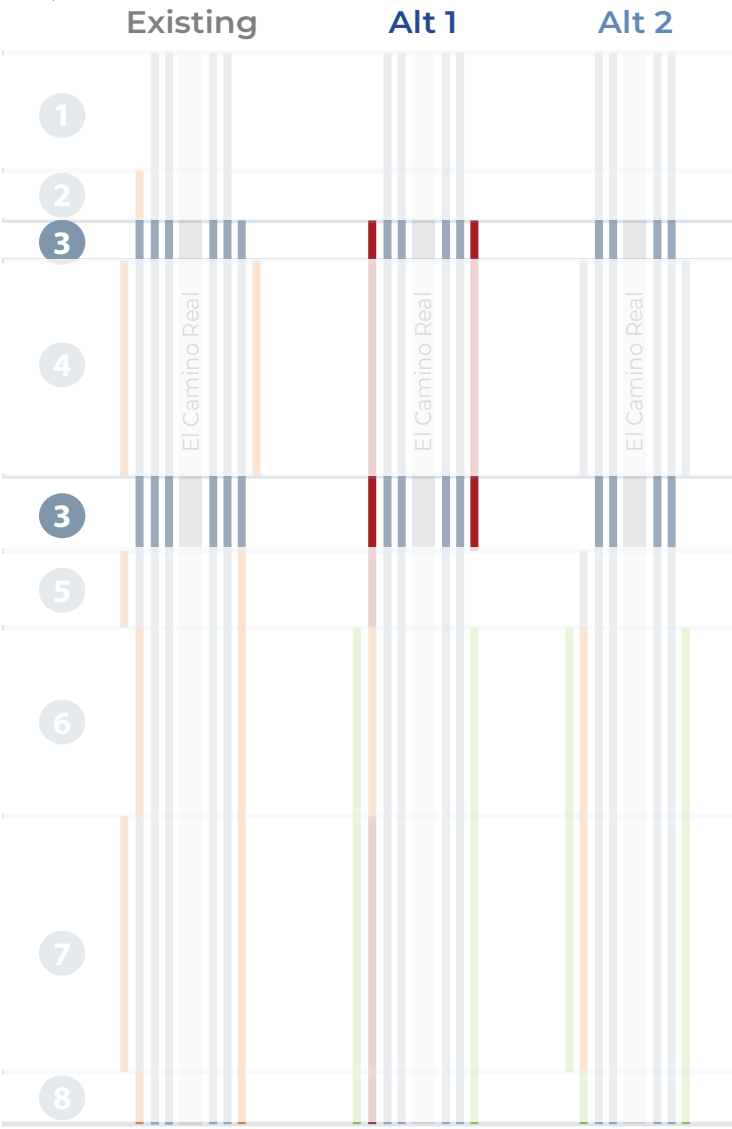


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



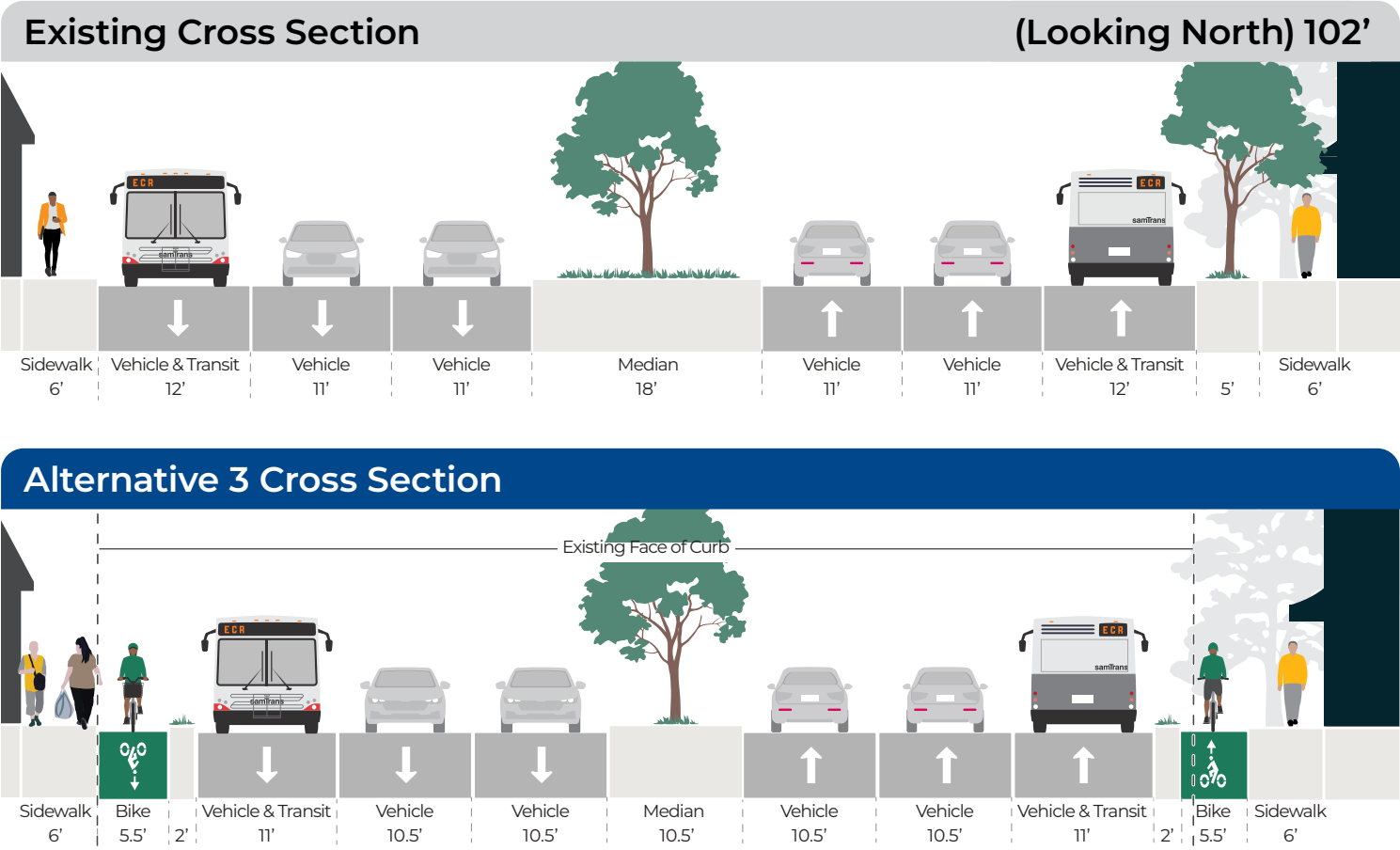
- Travel Lane
- Transit-Only Lane
- Parking Lane
- Separated Bicycle Lane

SEGMENT 3 SPOT IMPROVEMENTS

SEGMENT 3

Crystal Springs Rd to 5th Ave / 28th Ave to 36th Ave

Segment 3 of El Camino has 102 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates a raised concrete median with left-turn pockets at intersections, sidewalks on both sides, and landscaping with trees on the east side, but no on-street parking. Sidewalks do not meet minimum Caltrans width standards. The main adjacent land uses are the downtown core and Hillsdale commercial areas.

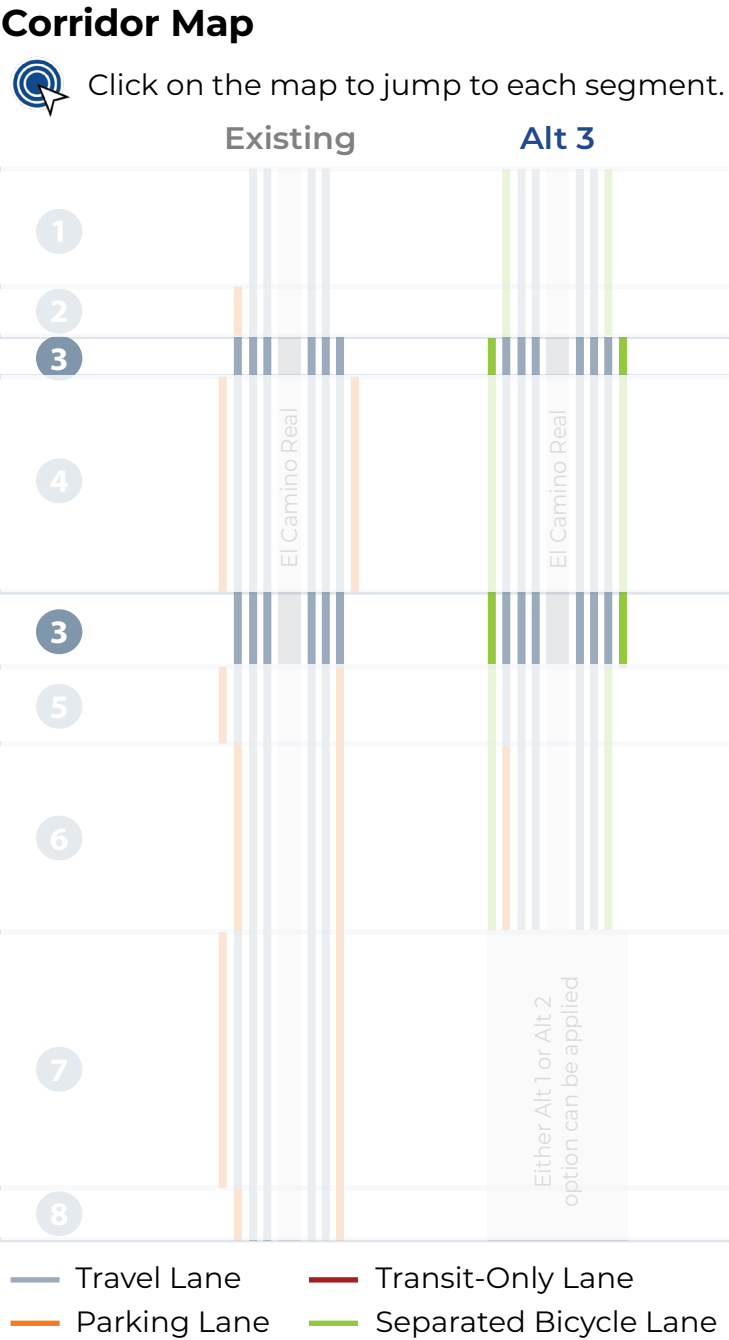
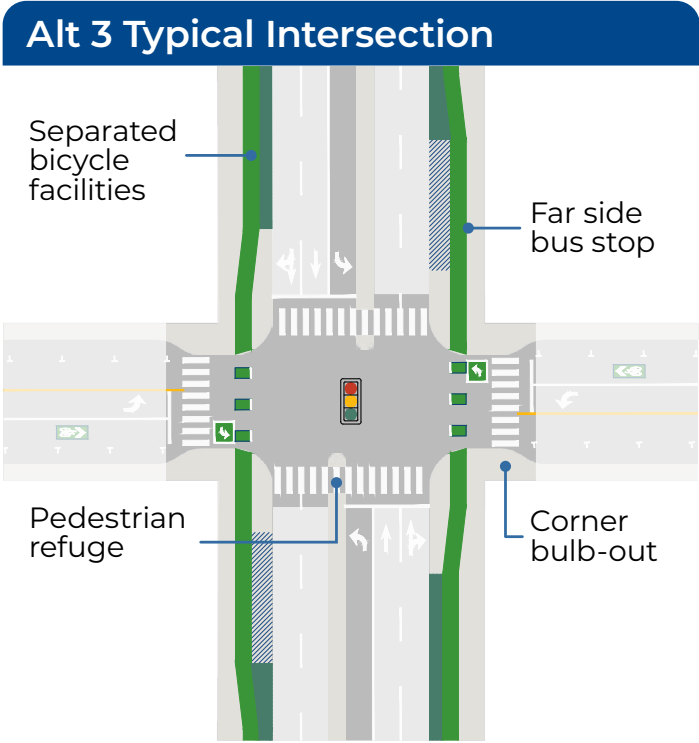


At intersections, the median would be used for left-turn pockets.

Sidewalk widths for Alternative 3 do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

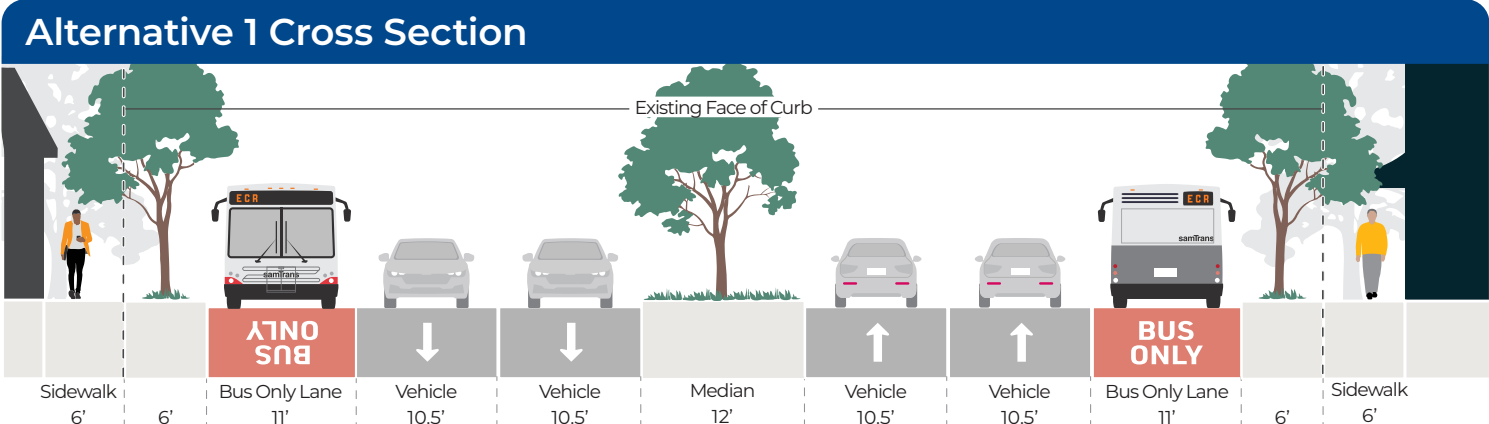
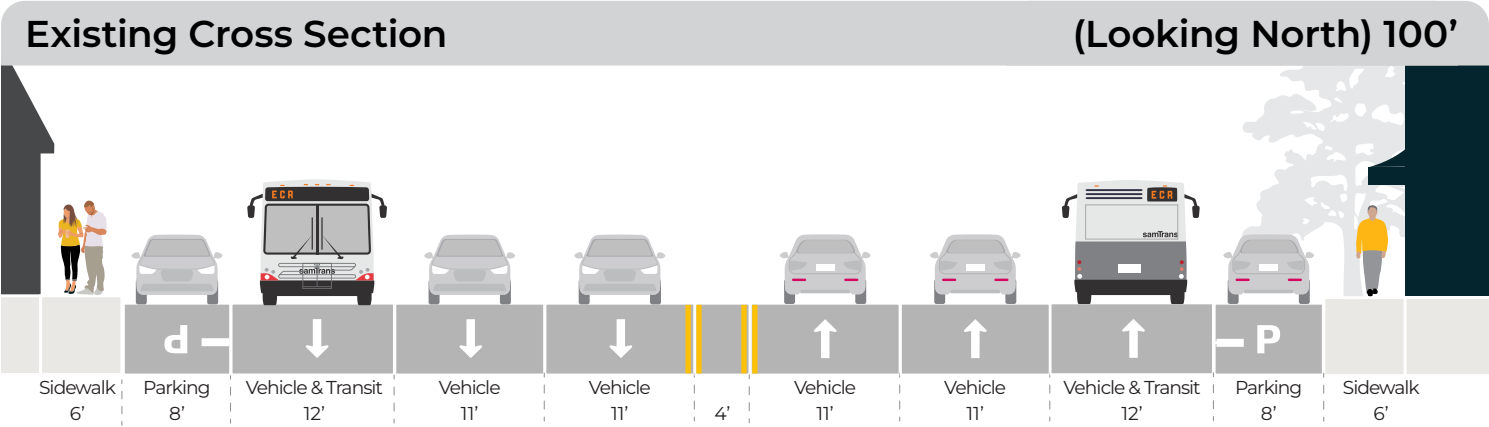
Proposed Key Changes

Alternative 3 adds separated bicycle facilities which improves safety for all road users and enhances comfort for people biking. It also narrows left turn pockets, widens sidewalks on both sides, and relocates bus stops to the far side.

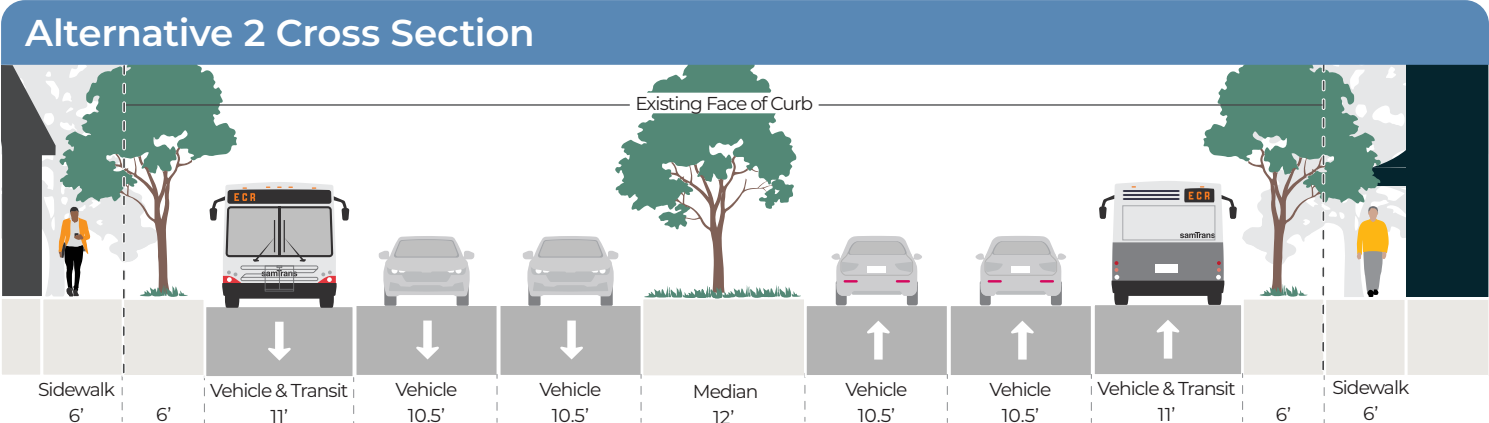


SEGMENT 4
5th Ave to 28th Ave

Segment 4 of El Camino has 100 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates left turn pockets and on-street parking and sidewalks on both sides, but does not include any landscaping. Sidewalks on this segment do not meet minimum widths in Caltrans design standards. The main land uses adjacent to this segment are low-density commercial areas.



At intersections, the median would be used for left-turn pockets. Parking feasible if sidewalks/median narrowed (trees removed). Or, separated bikeways feasible if sidewalks and median narrowed (trees removed).

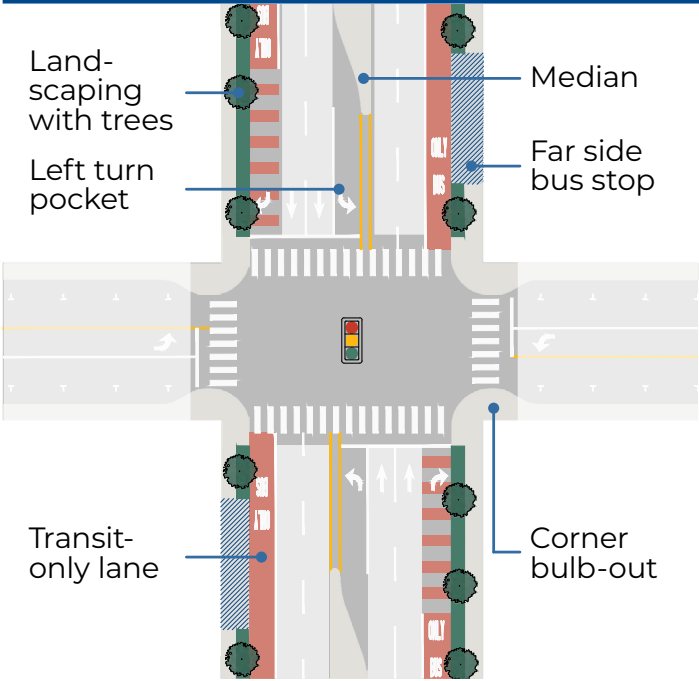


At intersections, the median would be used for left-turn pockets. Parking feasible on one side if sidewalks/median narrowed (trees removed).

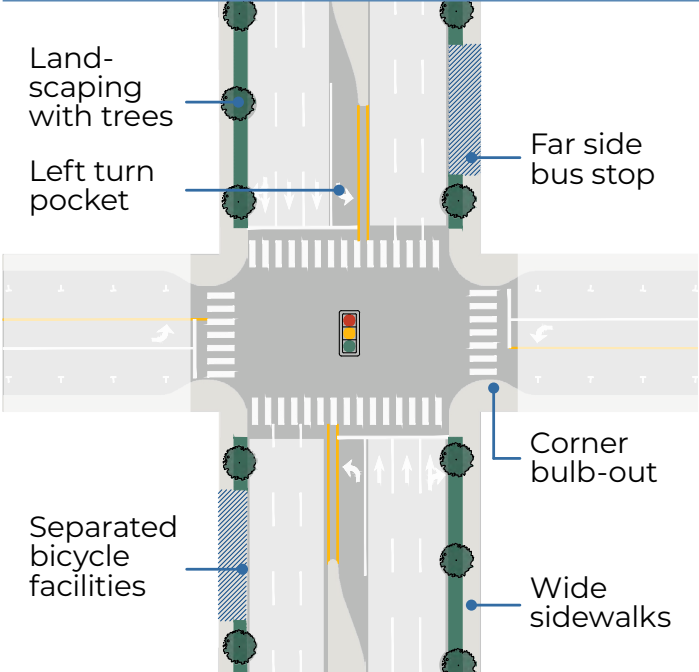
Proposed Key Changes

Alternative 1 prioritizes transit reliability by converting one vehicle lane to a transit-only lane in each direction. This configuration improves safety for all road users. Alternative 2 narrows travel lanes. Both alternatives allow for alternating street trees and parking depending on demand, provide a planted median, and relocate bus stops to the far side. Parking is feasible if sidewalks or the median is narrowed, requiring tree removal. Future detailed design may consider reducing the width of the median to allocate to other right-of-way priorities, such as wider sidewalks.

Alt 1 Typical Intersection



Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.

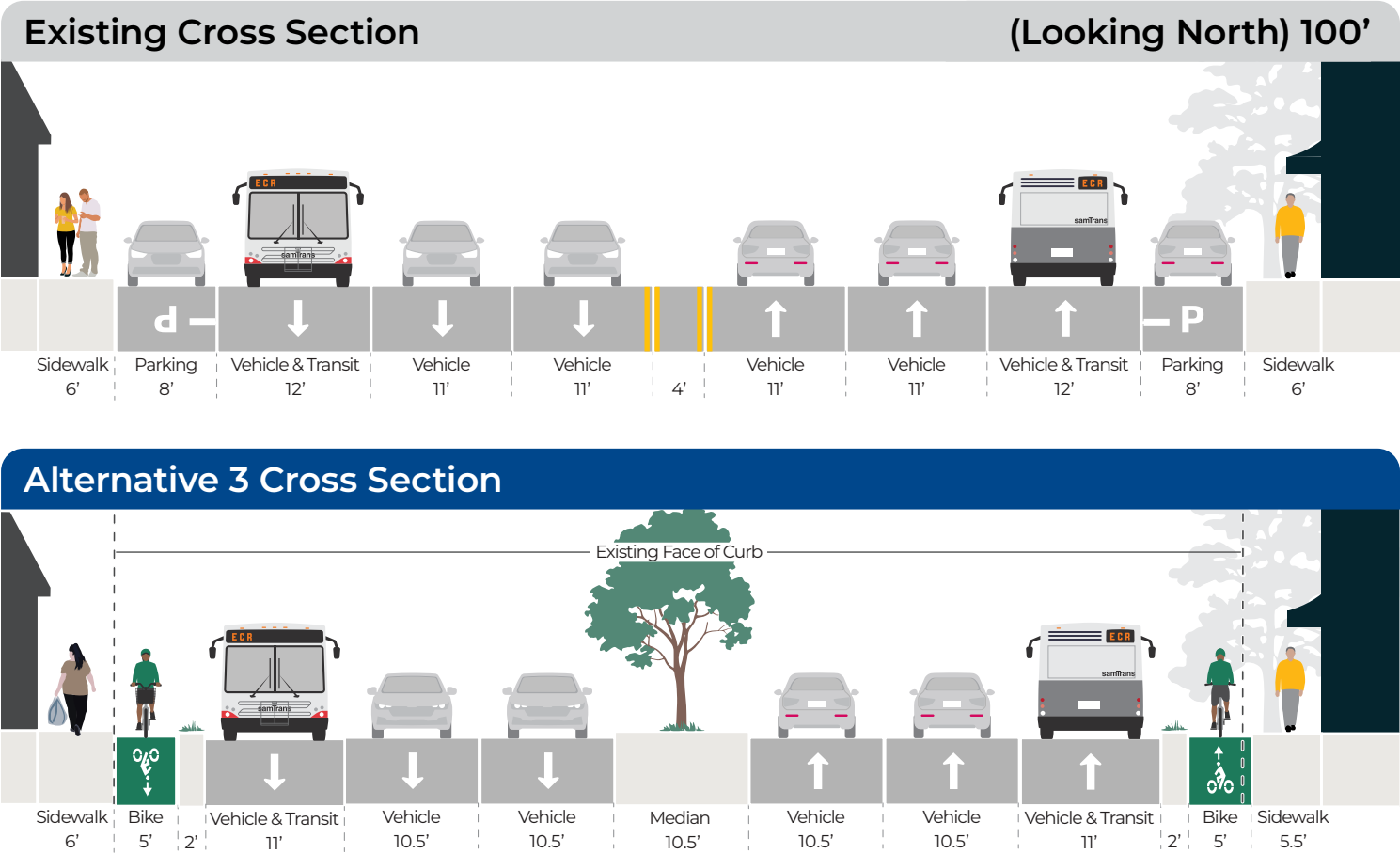


SEGMENT 4 SPOT IMPROVEMENTS

SEGMENT 4

5th Ave to 28th Ave

Segment 4 of El Camino has 100 feet of right-of-way with three vehicle lanes in each direction. This segment accommodates left turn pockets and on-street parking and sidewalks on both sides, but does not include any landscaping. Sidewalks on this segment do not meet desired widths. The main land uses adjacent to this segment are low-density commercial areas.

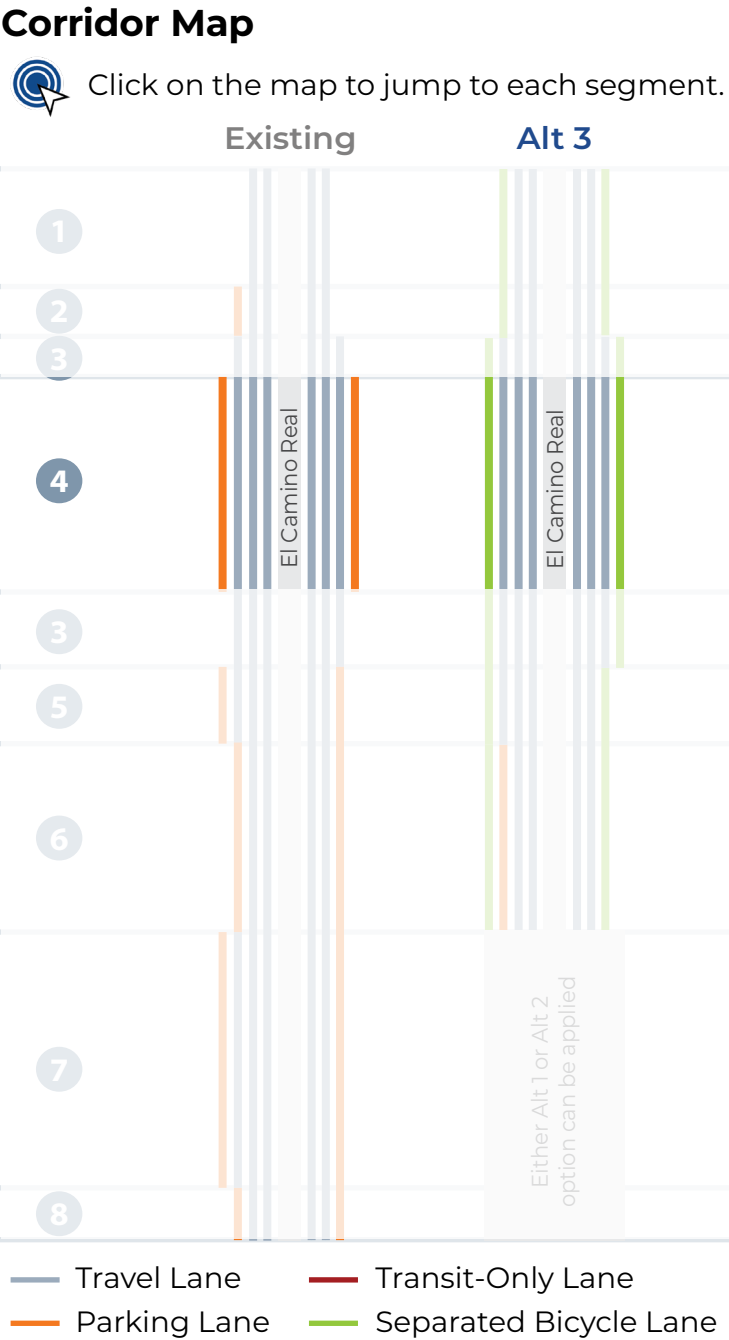
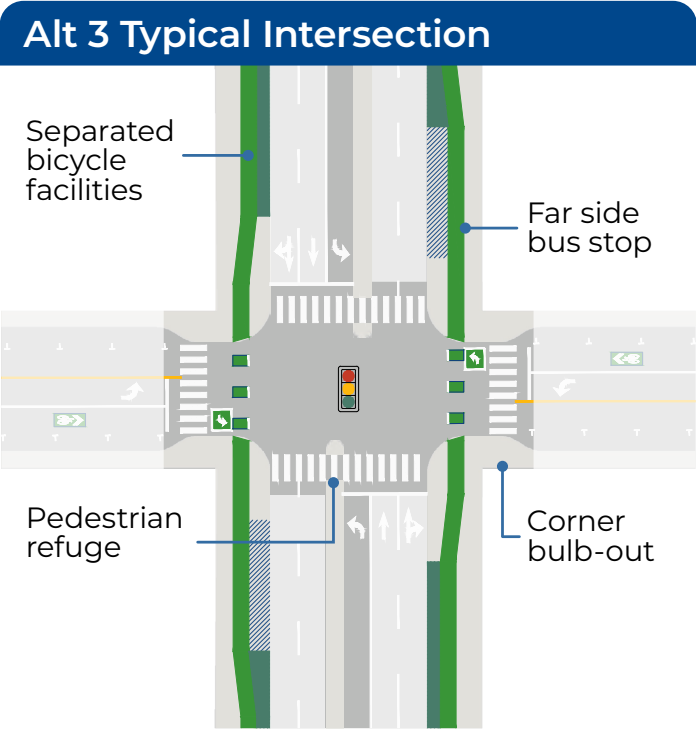


At intersections, the median would be used for left-turn pockets.

Sidewalk widths for Alternative 3 do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

Proposed Key Changes

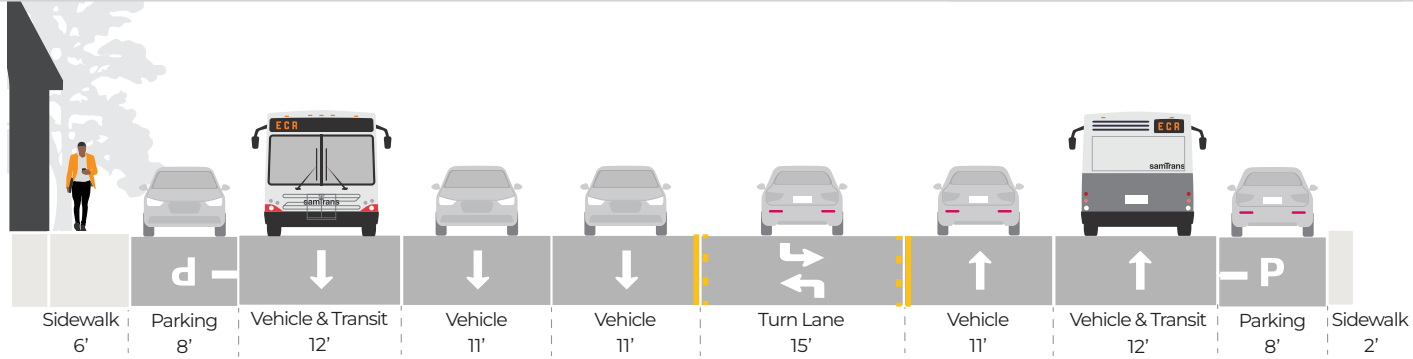
Alternative 3 adds separated bicycle facilities which improves safety for all road users and enhances comfort for people biking. It also narrows left turn pockets, widens sidewalks on both sides, and relocates bus stops to the far side.



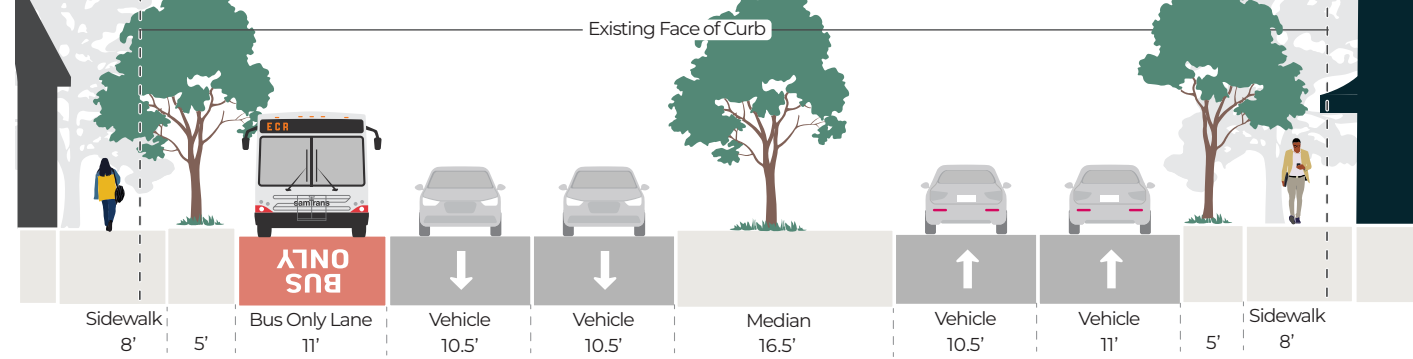
SEGMENT 5
36th Ave to 42nd Ave

Segment 5 of El Camino has 96 feet of right-of-way with three southbound vehicle lanes and two northbound vehicle lanes. This segment accommodates a center left turn lane and on-street parking on both sides, but does not include any landscaping. This segment has only sidewalks on the west side that do not meet desired widths. The main land uses adjacent to this segment are low-density commercial areas, with greater land use intensity on the west side.

Existing Cross Section (Looking North) 96'

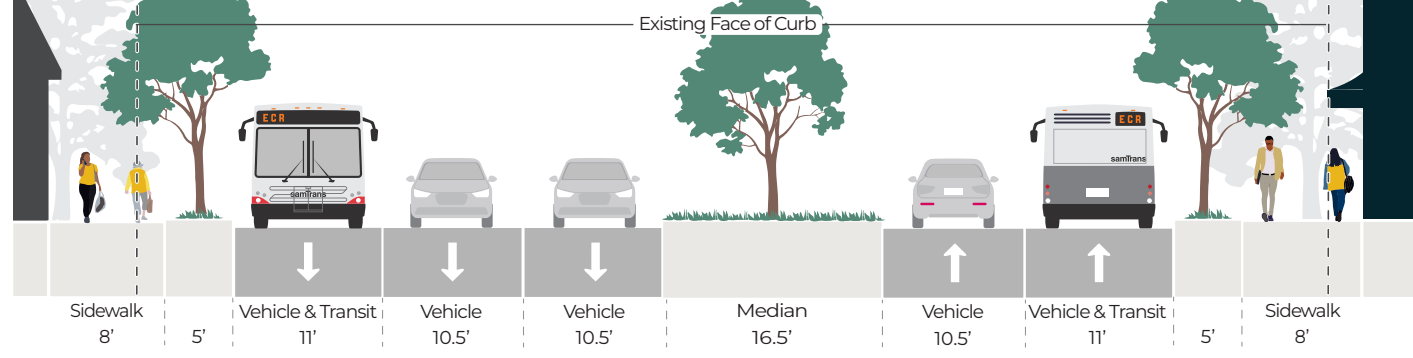


Alternative 1 Cross Section



At intersections, the median would be used for left-turn pockets. Parking feasible if sidewalks/median narrowed (trees removed). Or, separated bikeways feasible if sidewalks and median narrowed (trees removed).

Alternative 2 Cross Section

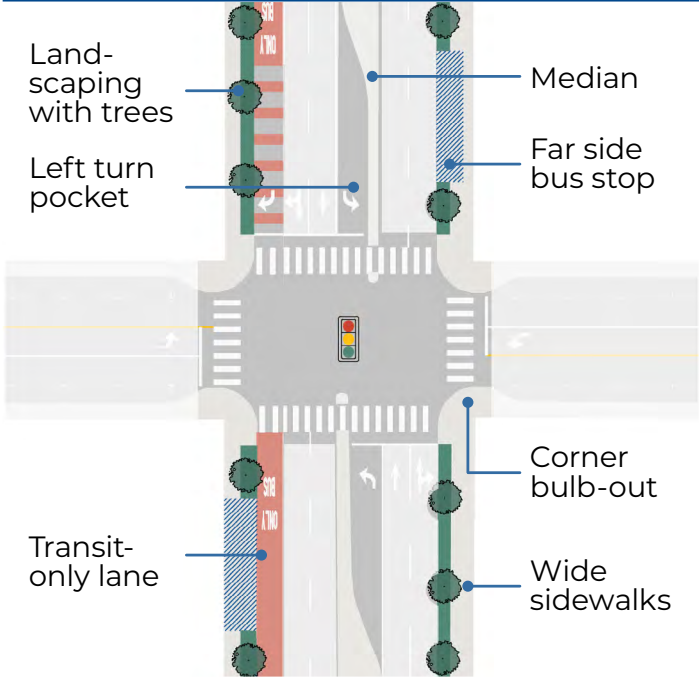


At intersections, the median would be used for left-turn pockets. Parking feasible on one side if sidewalks/median narrowed (trees removed).

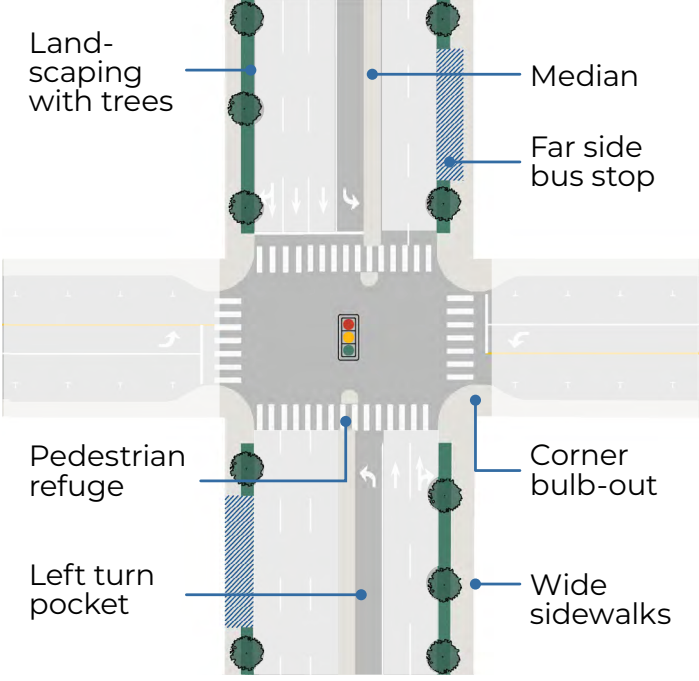
Proposed Key Changes

Alternative 1 converts one southbound vehicle lane to a transit-only lane. The conversion only applies to the southbound direction to maintain two vehicle lanes in each direction. It also widens sidewalks on the east side. Alternative 2 widens sidewalks on both sides. Both alternatives remove on-street parking on both sides, provide a planted median, pedestrian refuge, and landscaping with trees, and relocate bus stops to the far side. Both alternatives improve safety for all modes and enhances comfort for people walking.

Alt 1 Typical Intersection

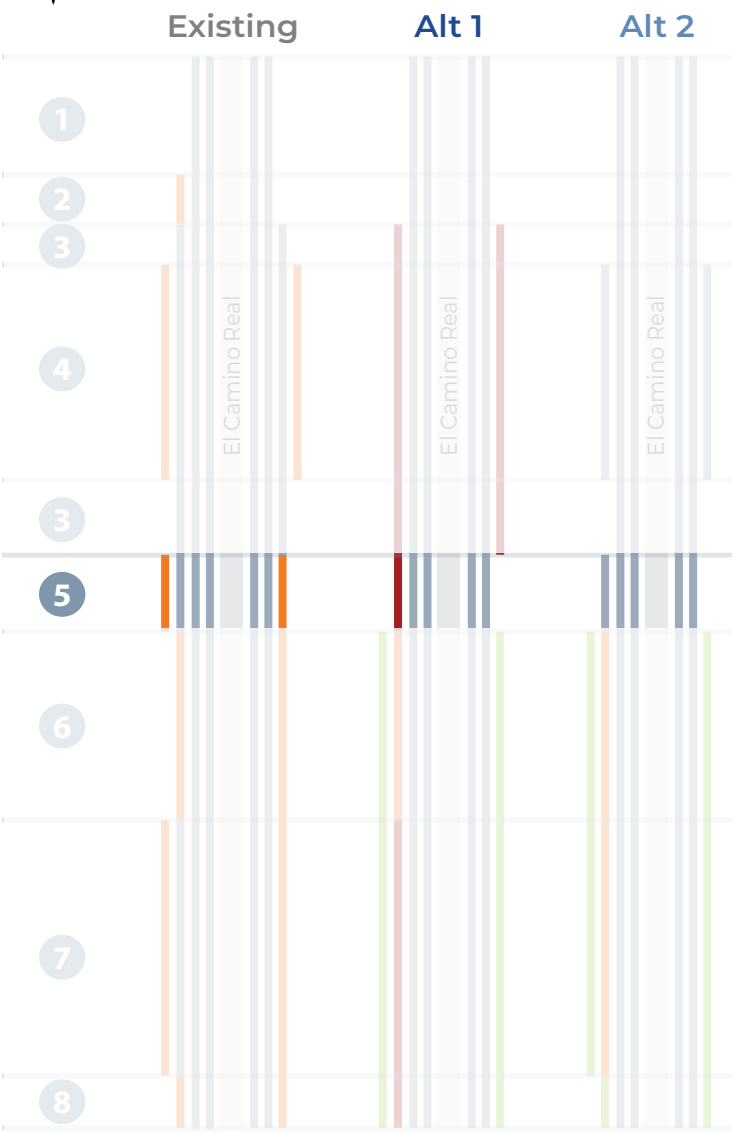


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.



Travel Lane
Transit-Only Lane
Parking Lane
Separated Bicycle Lane

SEGMENT 5 SPOT IMPROVEMENTS

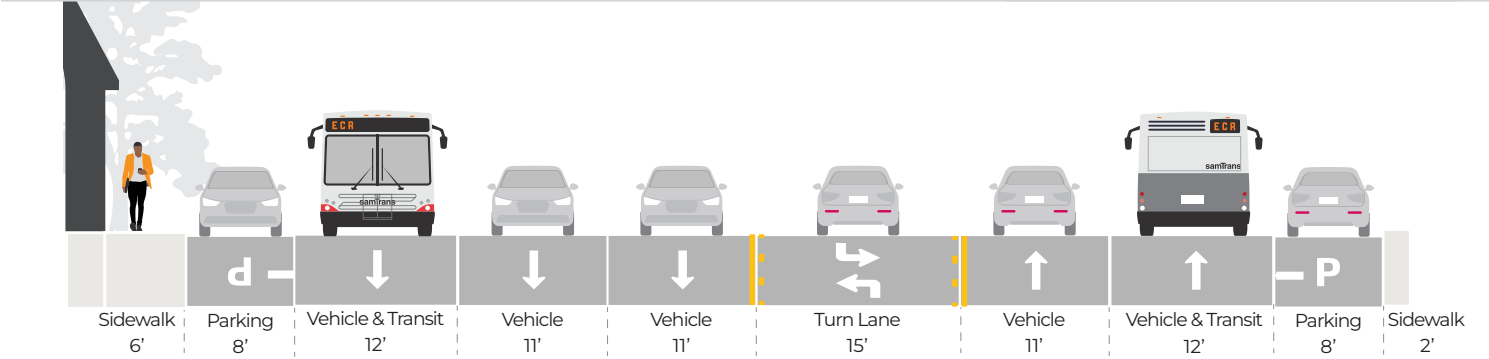
SEGMENT 5

36th Ave to 42nd Ave

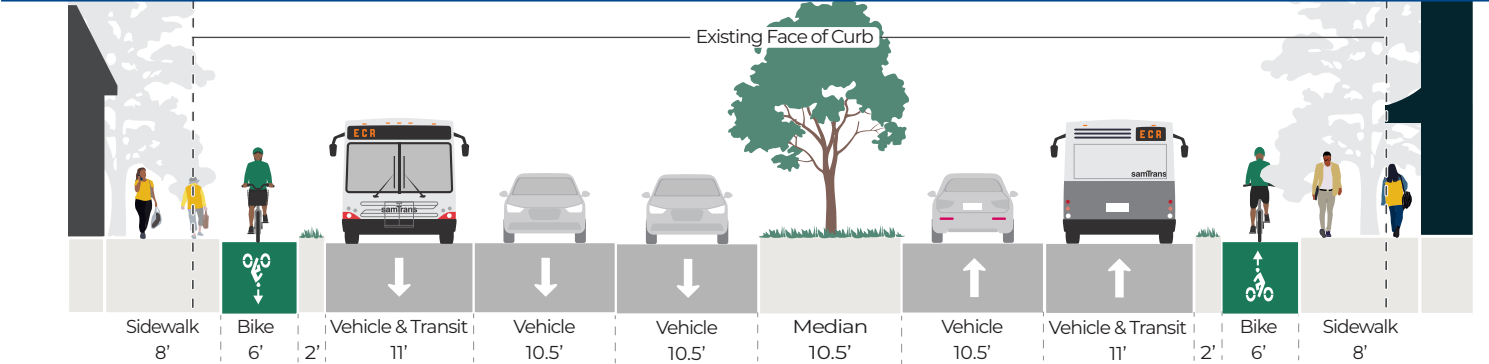
Segment 5 of El Camino has 96 feet of right-of-way with three southbound vehicle lanes and two northbound vehicle lanes. This segment accommodates a center left turn lane and on-street parking on both sides, but does not include any landscaping. This segment has only sidewalks on the west side that do not meet desired widths. The main land uses adjacent to this segment are low-density commercial areas, with greater land use intensity on the west side.

Existing Cross Section

(Looking North) 96'



Alternative 3 Cross Section

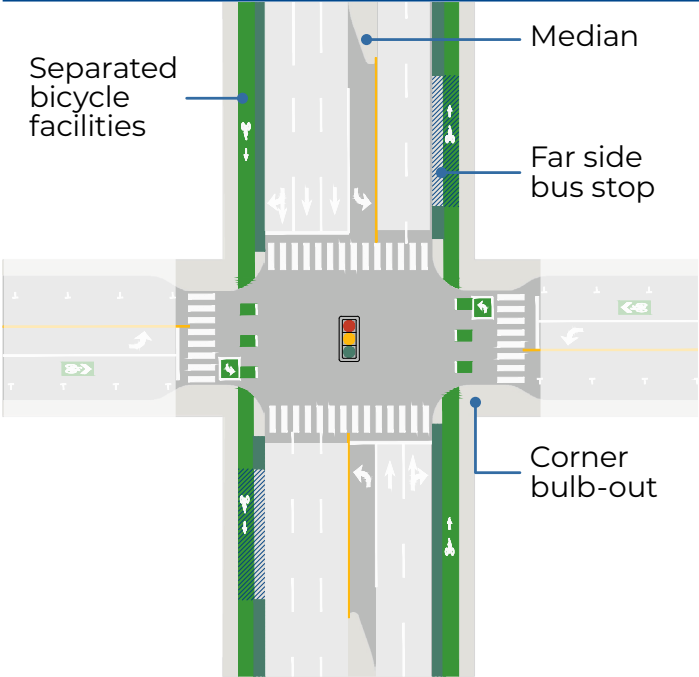


At intersections, the median would be used for left-turn pockets.

Proposed Key Changes

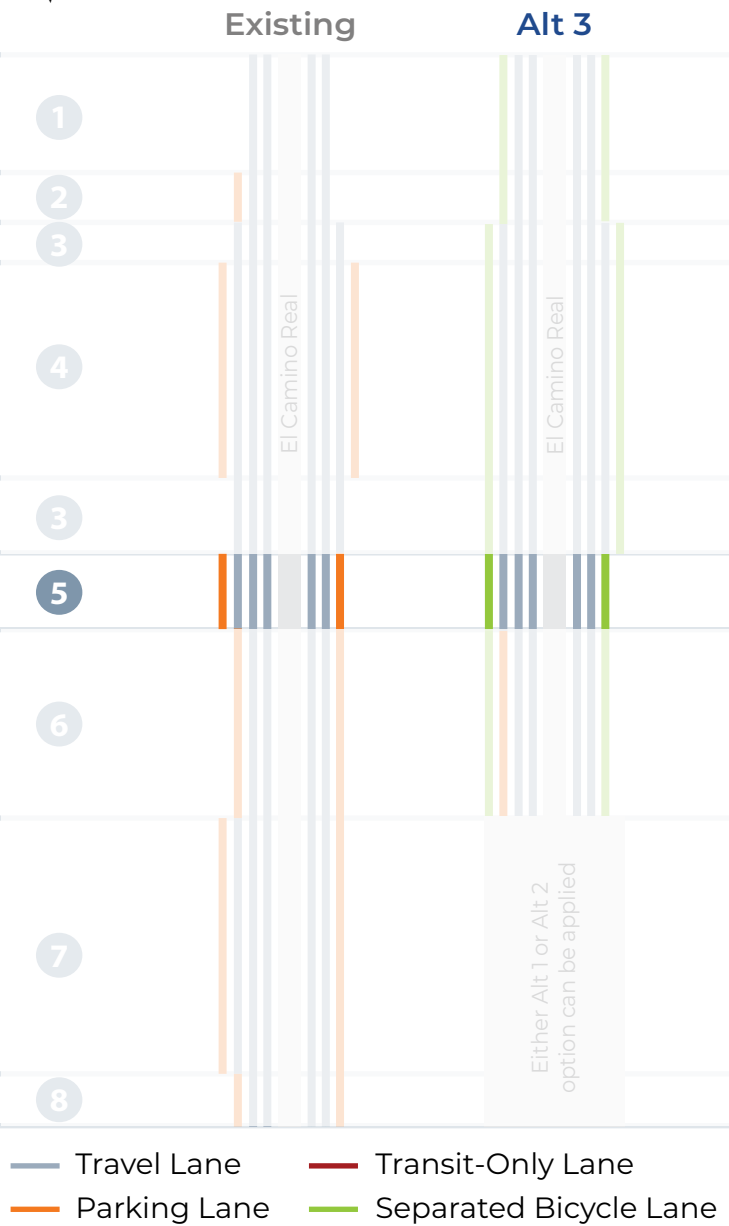
Alternative 3 removes on-street parking on both sides and provides separated bicycle facilities on both sides. It also widens sidewalks, provides a planted median, and provides landscaping on both sides. Bus stops are also relocated to the far side of the intersection. These changes improve safety for all modes and enhances comfort for people walking and biking.

Alt 3 Typical Intersection



Corridor Map

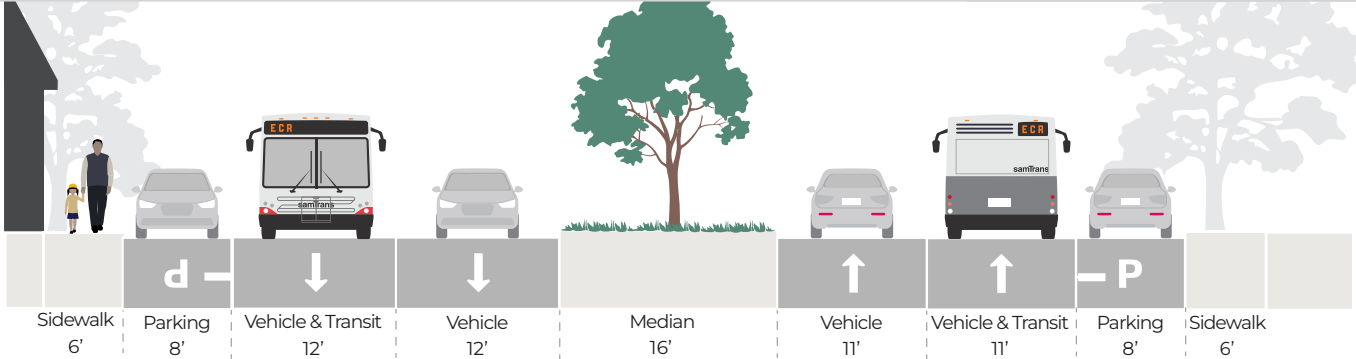
Click on the map to jump to each segment.



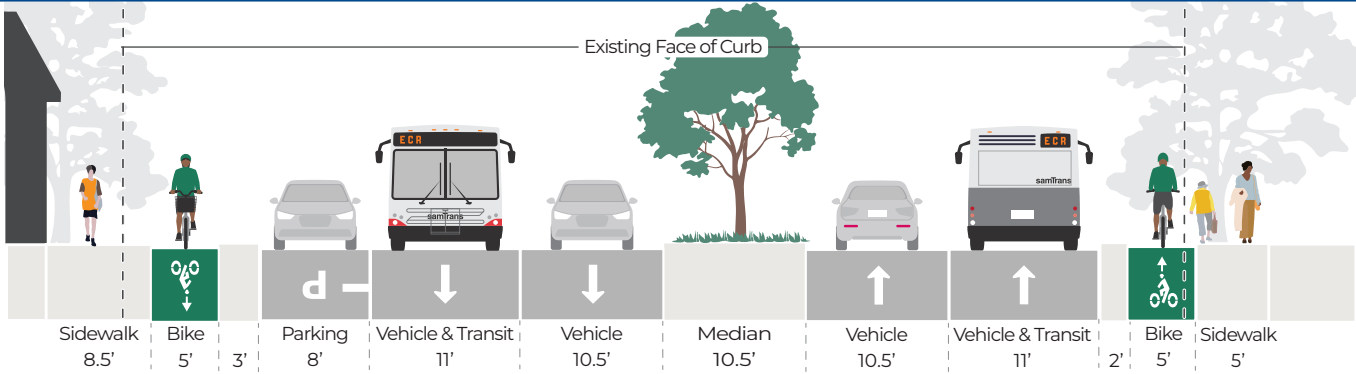
SEGMENT 6
42nd Ave to F St

Segment 6 of El Camino has 90 feet of right-of-way with two vehicle lanes in each direction. This segment accommodates a wide planted median with left turn pockets and on-street parking and sidewalks on both sides. Sidewalks on this segment do not meet desired widths. The main land uses adjacent to this segment are low-density mixed-use and commercial areas, with higher land use intensity on the west side.

Existing Cross Section (Looking North) 90'



Alternative 1, 2, & 3 Cross Section



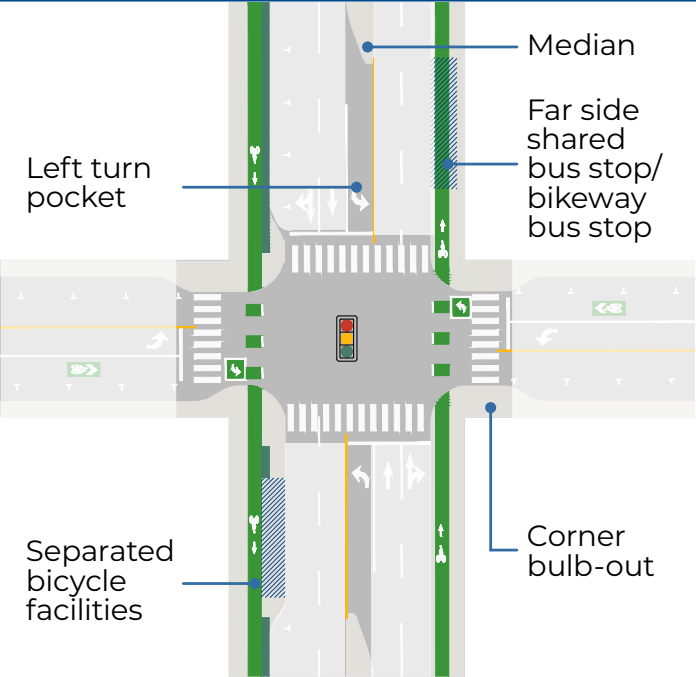
At intersections, the median would be used for left-turn pockets.

Sidewalk widths for these alternatives do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking an exception through Caltrans process.

Proposed Key Changes

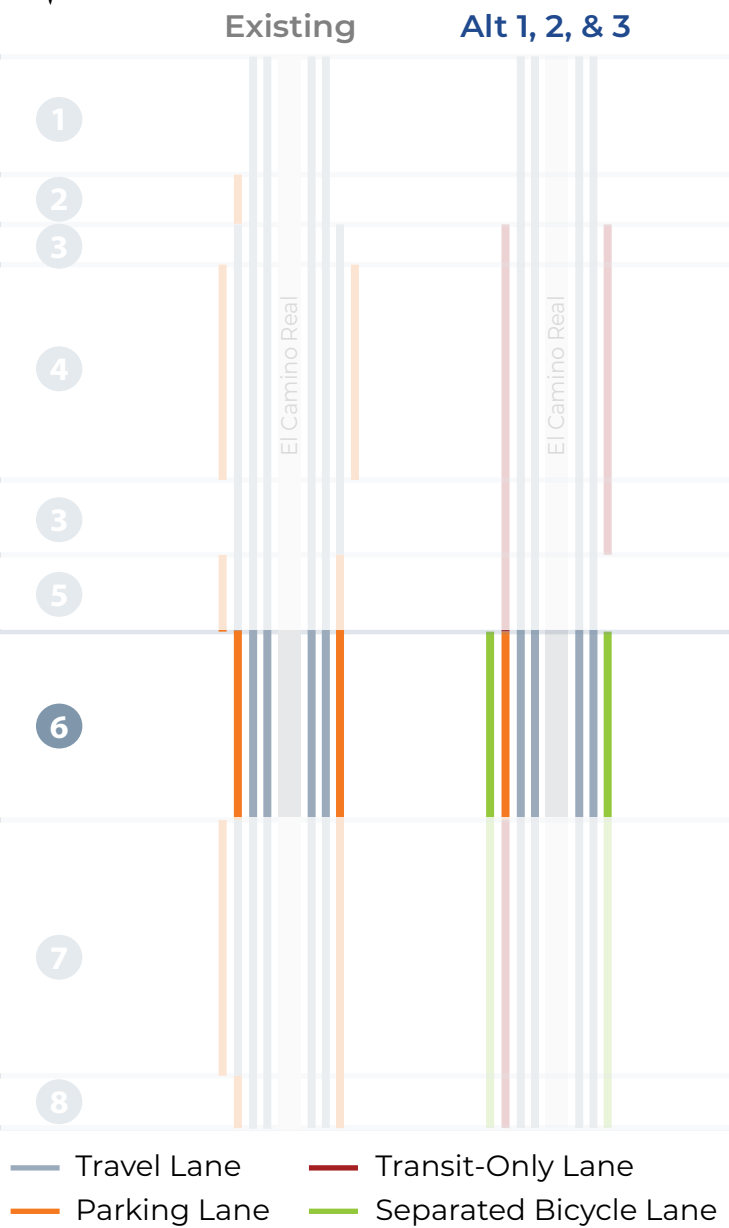
All alternatives prioritize safety and comfort for people biking by adding separated bicycle facilities on both sides. They also remove on-street parking on the east side, narrow the planted median, and relocate bus stops to the far side. All alternatives are the same as the bikeway aligns with all of the planning and policies in Belmont.

Alt 1, 2, & 3 Typical Intersection



Corridor Map

Click on the map to jump to each segment.

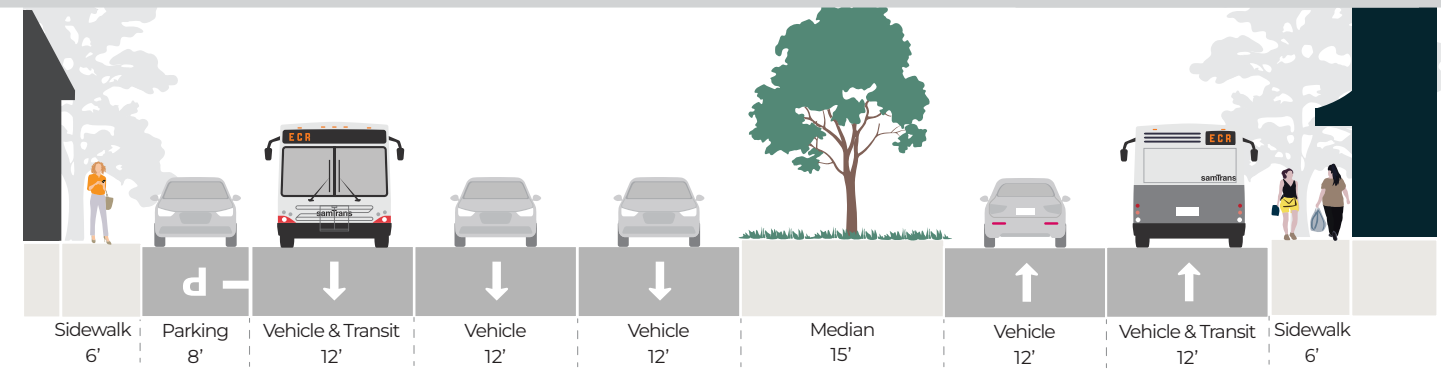


SEGMENT 7

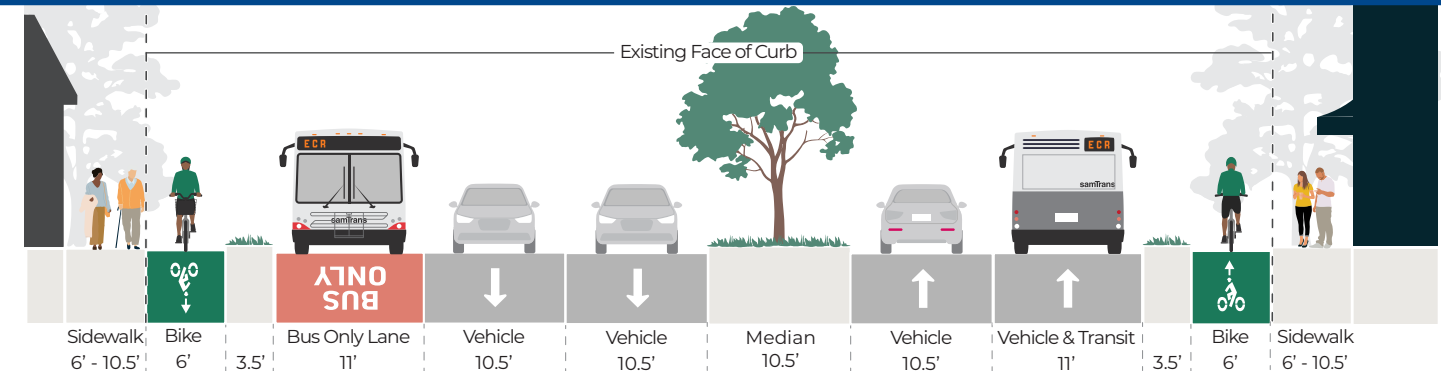
F St to Edgewood Rd

Segment 7 of El Camino has 95 feet of right-of-way with three southbound vehicle lanes and two northbound vehicle lanes. This segment has a planted median with left turn pockets. On the west side, it has on-street parking and sidewalks. On the east-side, these are intermittent. The main land uses adjacent to this segment are currently low-to-medium density commercial and mixed-use areas. However, much of San Carlos’ future housing will take place along the corridor.

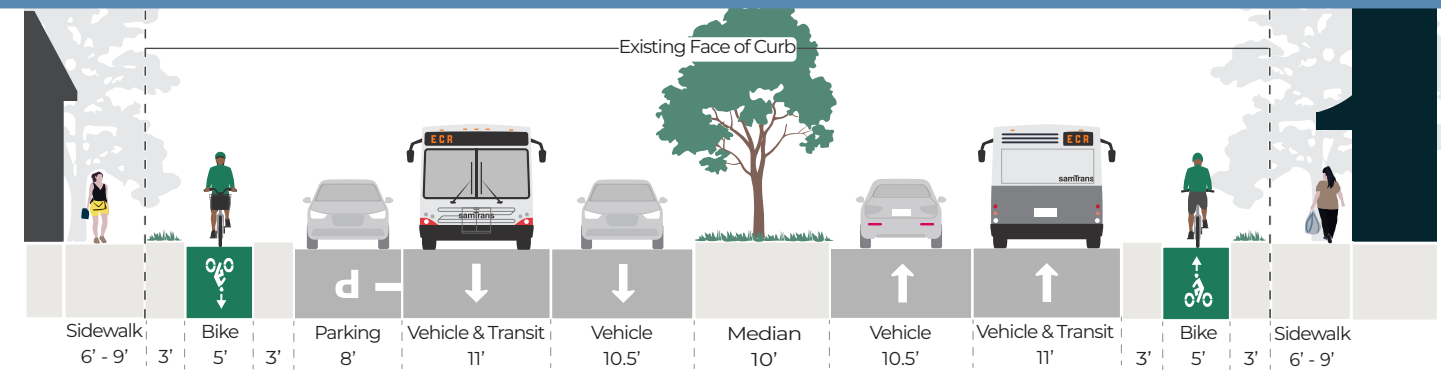
Existing Cross Section (Looking North) 95'



Alternative 1 Cross Section



Alternative 2 Cross Section

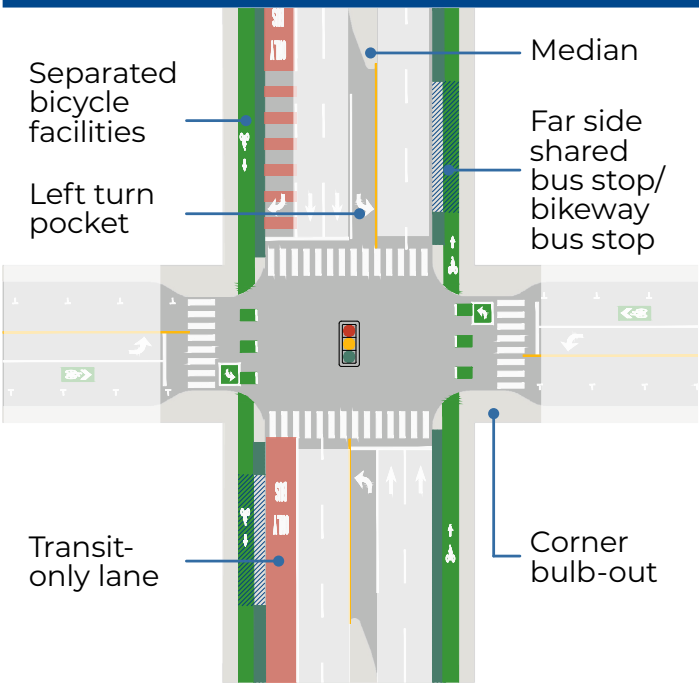


At intersections, the median would be used for left-turn pockets. Sidewalk widths for Alternative 1 do not consistently meet the minimum standards per Caltrans DIB 94 (8 feet) and would therefore require seeking a design exception from Caltrans and leveraging setback requirements for future developments for expanded sidewalk space.

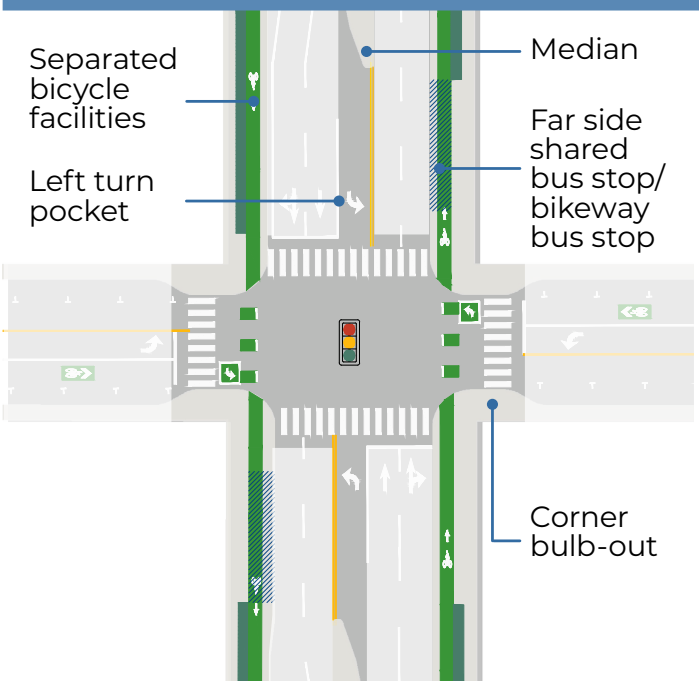
Proposed Key Changes

Alternatives 1 and 2 prioritize safety and comfort for people biking by providing separated bicycle facilities on both sides. Alternative 1 also prioritizes transit reliability by converting one southbound vehicle lane to a transit-only lane and removing on-street parking on the west side. The conversion only applies to the southbound direction to maintain two vehicle lanes in each direction. Alternative 2 removes one vehicle lane in the southbound direction. Both alternatives narrow the planted median and relocate bus stops to the far side. Both alternatives narrow the planted median and relocate bus stops to the far side.

Alt 1 Typical Intersection

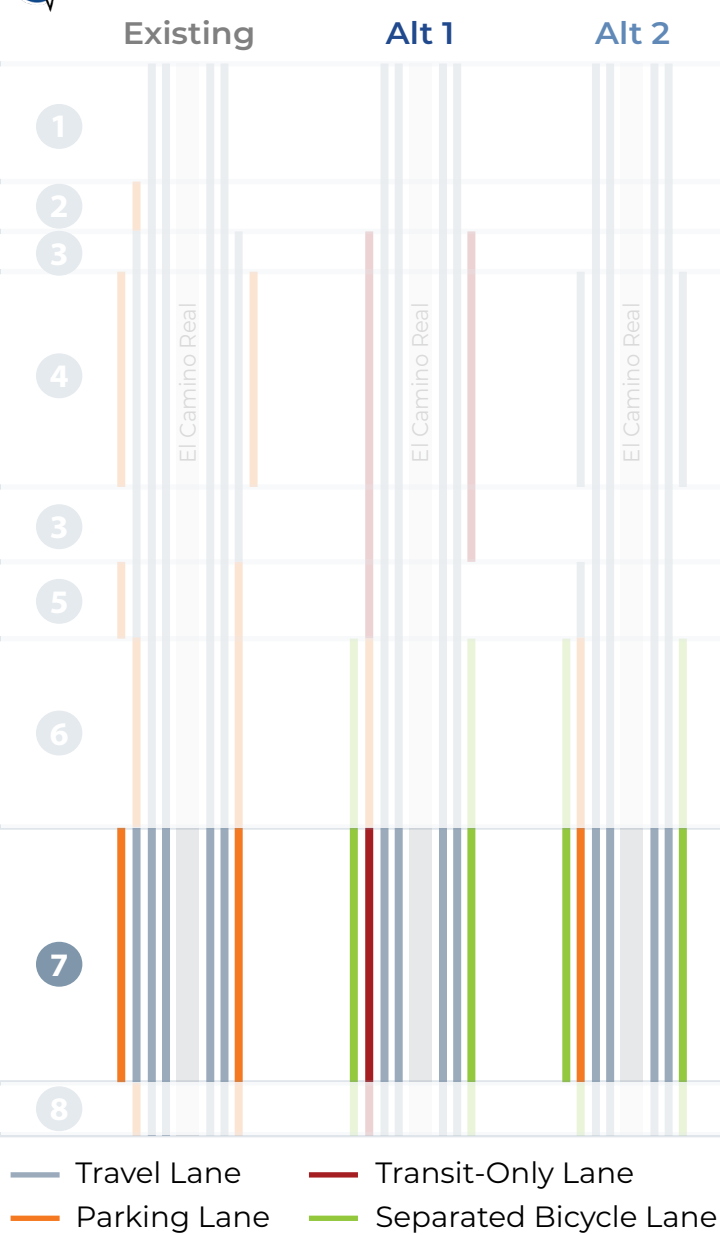


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.

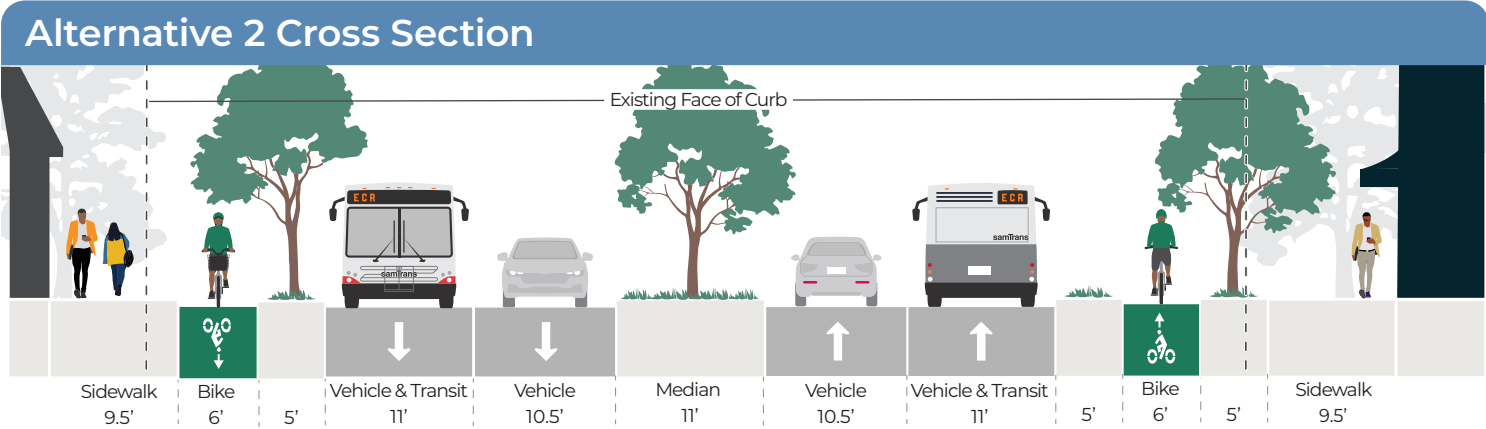
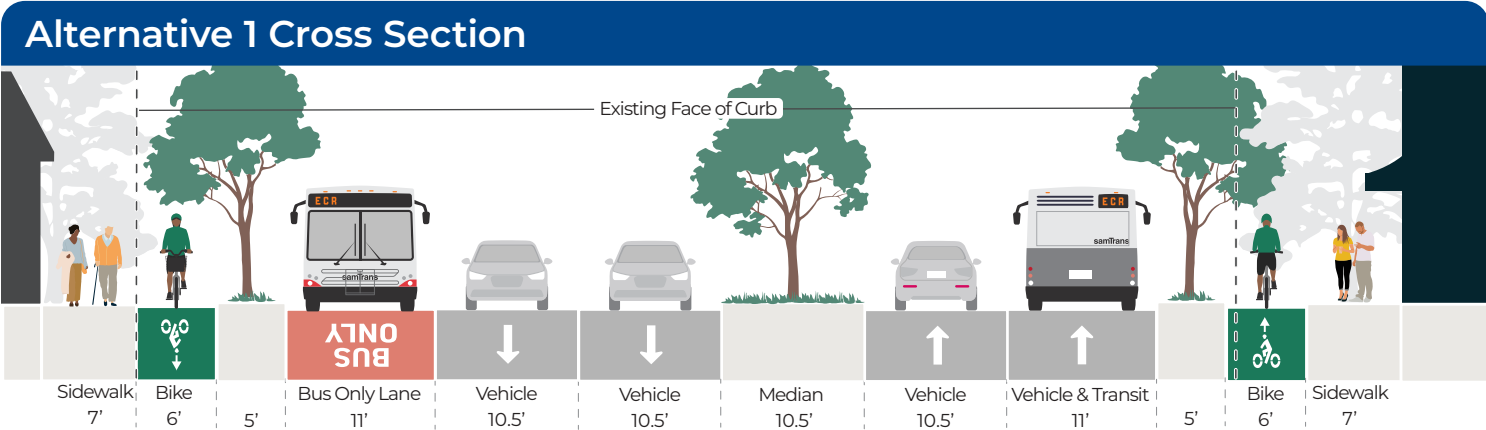
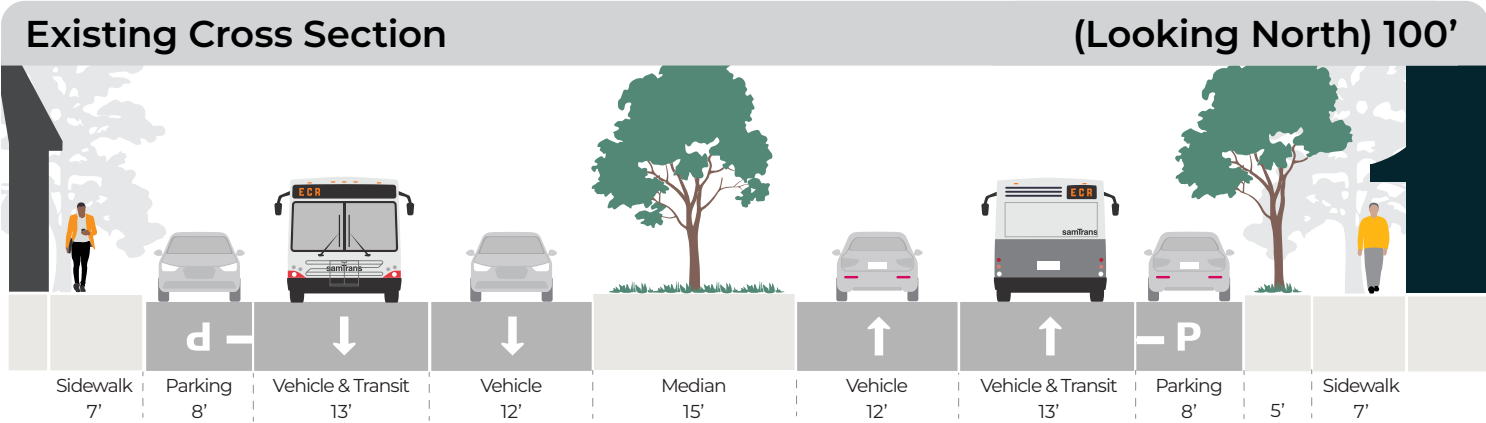


SEGMENT 7 SPOT IMPROVEMENTS

SEGMENT 8

Edgewood Rd to Brewster Ave

Segment 8 of El Camino has 100 feet of right-of-way with two vehicle lanes in each direction. This segment has a planted median with left turn pockets, on-street parking and sidewalks on both sides, and landscaping with trees on the east side. Per Redwood City zoning code, a 12-foot sidewalk is required and will be incorporated through developer setback requirements as adjacent properties are developed. The main land uses adjacent to this segment are low-density commercial areas.

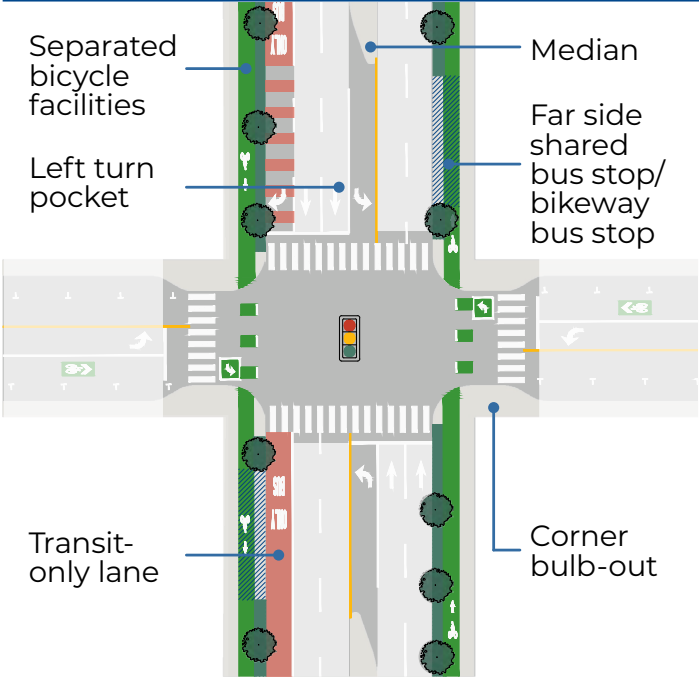


At intersections, the median would be used for left-turn pockets. Exact widths will be refined in future phases of design and will consider accommodating design vehicles.

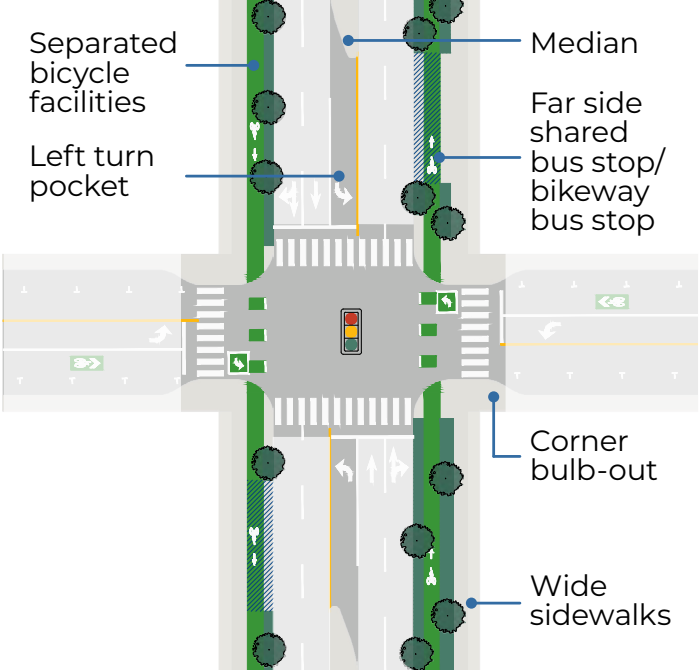
Proposed Key Changes

Alternatives 1 and 2 prioritize safety and comfort for people biking by removing on-street parking and providing separated bicycle facilities on both sides. Alternative 1 also prioritizes transit reliability by converting one southbound vehicle lane to a transit-only lane. The conversion only applies to the southbound direction to maintain two vehicle lanes in each direction. Alternative 2 widens sidewalks on both sides. Both alternatives narrow the planted median and relocate bus stops to the far side.

Alt 1 Typical Intersection

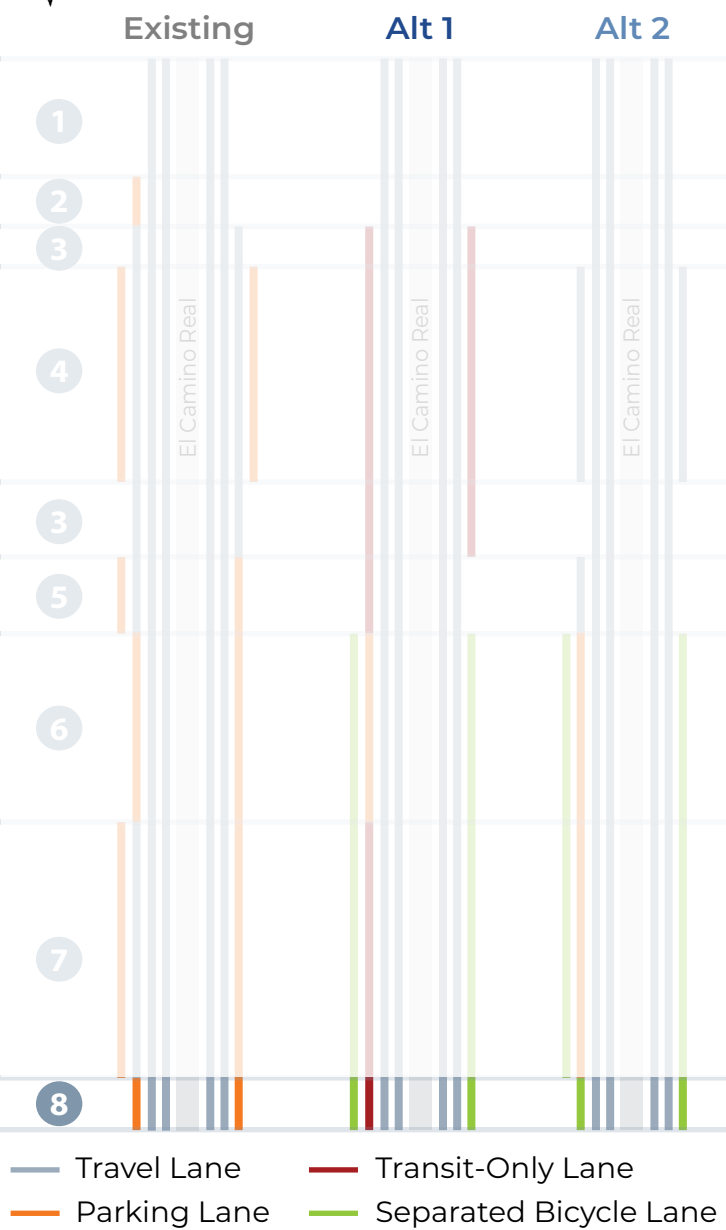


Alt 2 Typical Intersection



Corridor Map

Click on the map to jump to each segment.

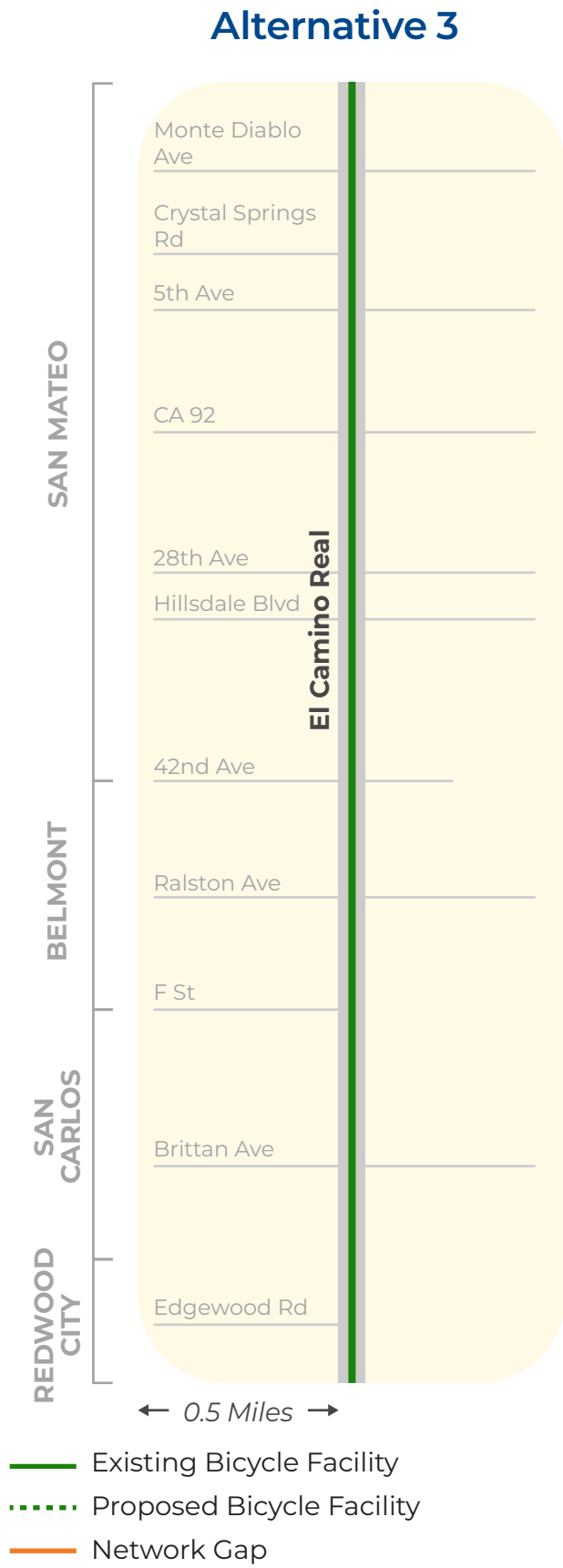
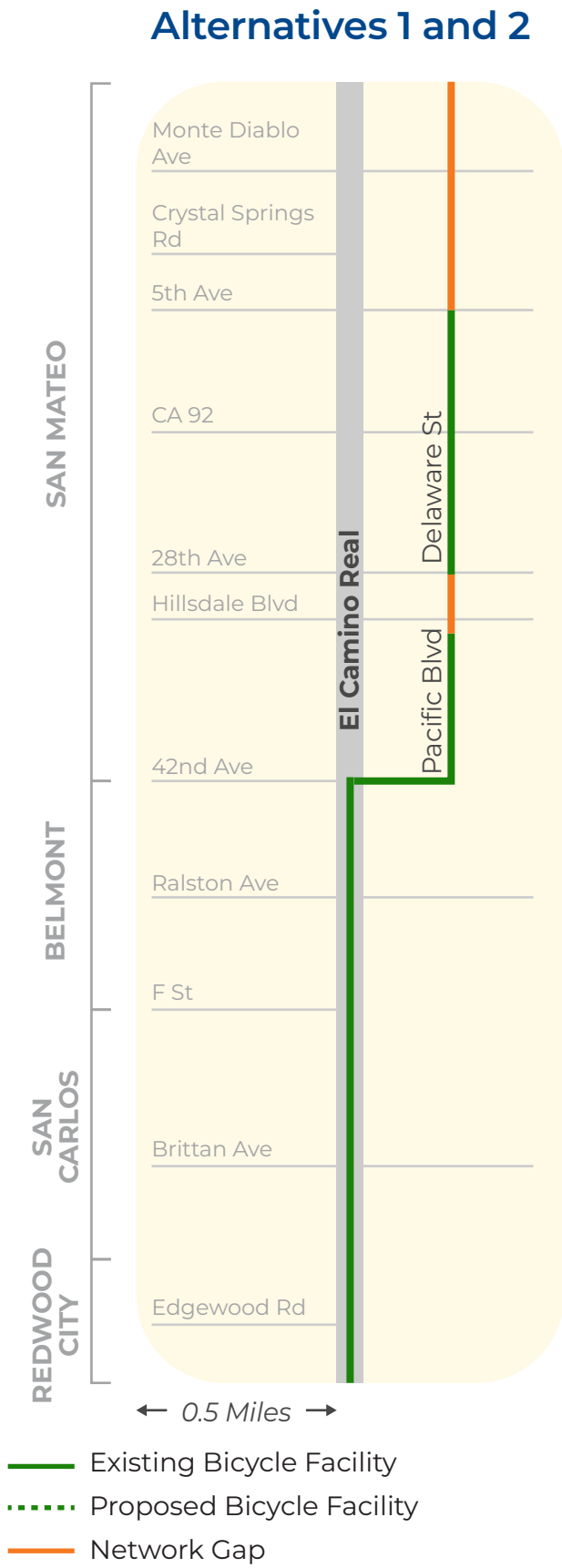
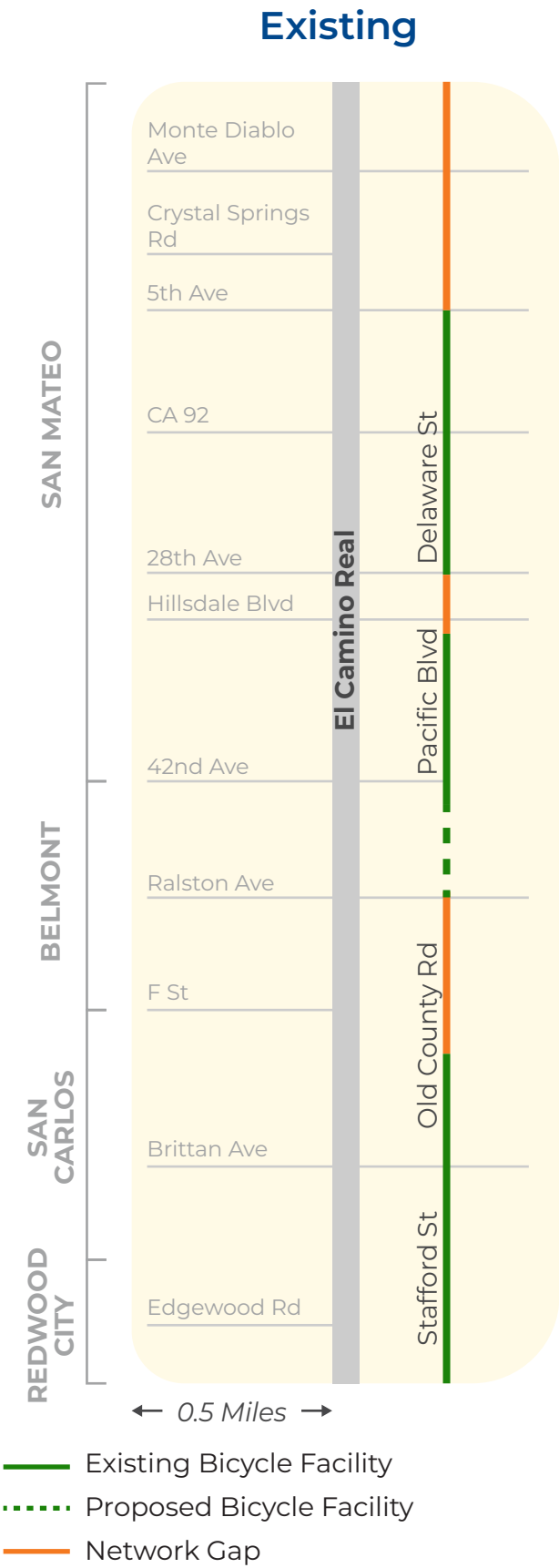


Bike Connectivity

The three alternatives were developed with a focus on improving bicycle connectivity while balancing existing right-of-way constraints and multimodal needs. The alternatives are informed by the Caltrans District 4 Bike Plan, which identifies El Camino Real as a crucial corridor for prioritizing gap closure in the local and regional bicycle network, and recommends Class IV separated bikeways on segments of El Camino Real within the limits of the Central Cities.

All alternatives provide low-stress connections to existing and proposed bicycle facilities parallel to and crossing El Camino Real, creating a complete network that provides a safe and comfortable experience for people of varying ages and abilities biking along the corridor.

The potential parallel low-stress bicycle routes are located within a half mile of El Camino Real. These routes will be further developed and refined in coordination with each City and Caltrans as part of the subsequent Caltrans project development process.



Spot Improvements + Placemaking Opportunities

The Central El Camino Plan identifies targeted spot improvements at critical intersections and complementary placemaking opportunities to enhance safety, accessibility, and the overall public realm experience for all corridor users.

Across all alternatives, these spot improvements target intersections where safety, operational, and multimodal deficiencies are most pronounced. The Plan developed these improvements from previous planning efforts and an engineering-based assessment of existing conditions. Treatments vary based on site constraints, safety considerations, and traffic operations, but the Plan may apply several universal treatments at all identified intersections, along with additional treatments tailored to signalized intersections.

Universal Treatments



Mark all crosswalks with **high-visibility crosswalks**.



Shorten crossing distances with **median refuge islands** or **bulbouts**, where feasible on El Camino and side streets. This may include narrowing travel lanes on side streets.



Implement **intersection treatments** for existing bicycle facilities on cross streets.



Incorporate **in-lane bus stops** (e.g., via bus boarding islands), and follow SamTrans bus stop design guidelines for bus stop design.



Restrict left turns in/out of driveways and side streets from El Camino unless signalized or otherwise noted.



Lighting improvements corridor-wide.

Universal Treatments for Signalized Intersections



This icon indicates where the following universal signalized intersection treatments may be considered.

- Add **directional curb ramps** and **advance stop bars**.
- **Modify signals** to include protected lefts on El Camino, leading pedestrian intervals, pedestrian countdown and accessible pedestrian signals, ITS improvements, and signal equipment and visibility improvements.
- Consider **protected lefts or split phase for side streets**. Where side streets have permissive lefts, consider a left-turn yield-to-pedestrian sign or a flashing yellow arrow.
- Consider **shorter cycle lengths**. Lower walk speed to 2.8 feet per second near schools and senior centers. Alternatives with bicycle facilities on El Camino to include bike-related signal infrastructure.
- **Assess lane configurations** to look for opportunities to reduce lanes and turn pockets and tighten intersections. **Mark crosswalks** on all legs.
- Where parking exists on El Camino Real or intersecting streets, **apply red curb** on approach to the intersection in compliance with California Assembly Bill 413.

The Plan also considers ideas for future discussion to enhance the public realm and create a more welcoming, accessible corridor. Placemaking priorities and strategies guide these improvements to facilitate safety and comfort for people walking, biking, and taking transit today while catalyzing future investment—encouraging denser development, making multimodal travel more attractive, and improving quality of life along the corridor. The Plan identifies several opportunity sites within the right-of-way for pilot activation projects. Site selection considered:

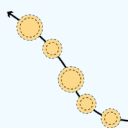
- City documents, including specific plans for downtown, streetscape plans, mobility plans
- Project team-identified transportation improvements and placemaking opportunities
- SamTrans equity priority studies
- Feedback from City staff

Placemaking Priorities



RECENTER PEDESTRIAN COMFORT

Fundamental streetscape improvements that bring back a sense of human scale to this busy thoroughfare.



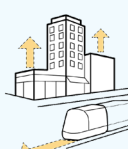
STRENGTHEN CONNECTIVITY

Highlight the distinct identities of the four cities while increasing the legibility of El Camino Real as a cohesive corridor.



REINFORCE CENTERS OF GRAVITY

Improving wayfinding experiences between El Camino Real and nearby destinations by building upon existing places where people want to be.



SHAPE WHAT GROWS HERE

Public realm improvements can help set the stage for future partnership opportunities, land use decisions, and transit-oriented development.

Placemaking Strategies



MOVE + CONNECT

- Increase presence of benches, lighting, and wayfinding signage near bus stops and Caltrain platforms.
- Demonstrate first-class connections to existing and new bike networks.



STORYTELLING CANVAS

- Implement distinctive crosswalks and gateway signage at major intersections.
- Add decorative lighting near existing activity nodes.



LET'S GREEN

- Provide consistent tree canopy and understory planting along sidewalks.
- Provide understory planting alongside bike lanes and medians to provide buffers and traffic calming.

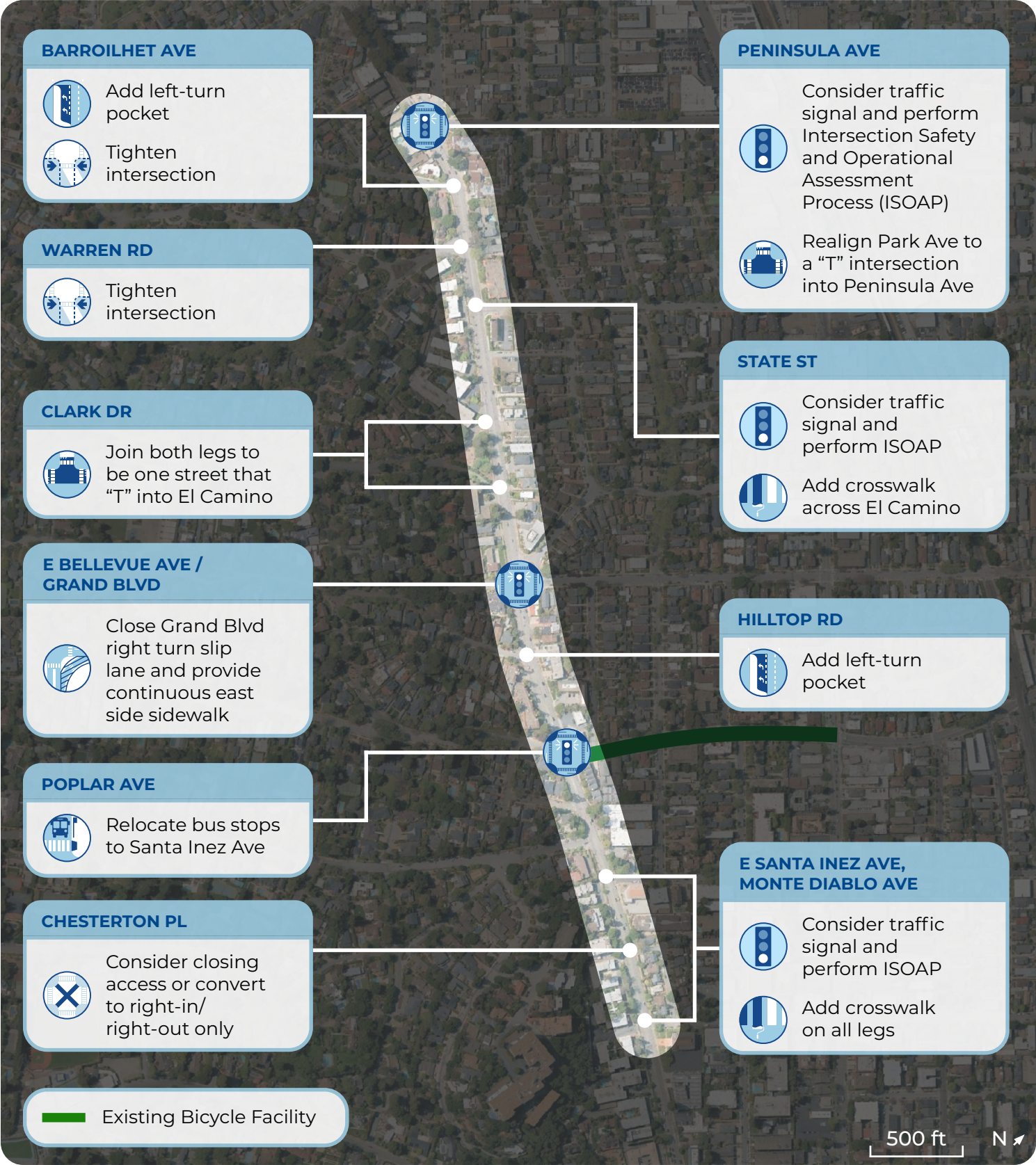


ACTIVATE!

- Partner with local organizations to promote temporary events/ programs that support active programming.

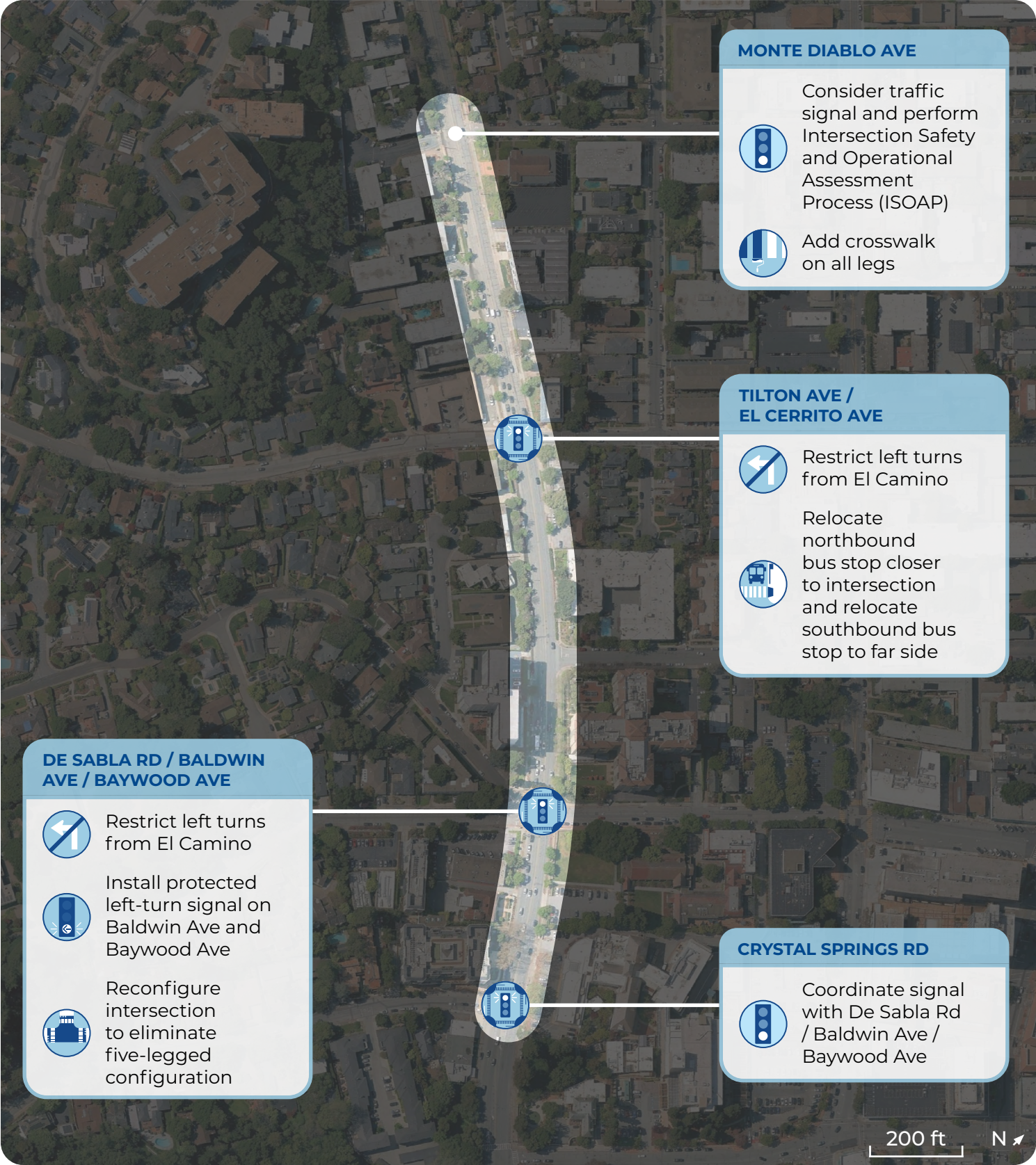
Segment 1: Peninsula Ave to Monte Diablo Ave

CITY OF
SAN MATEO



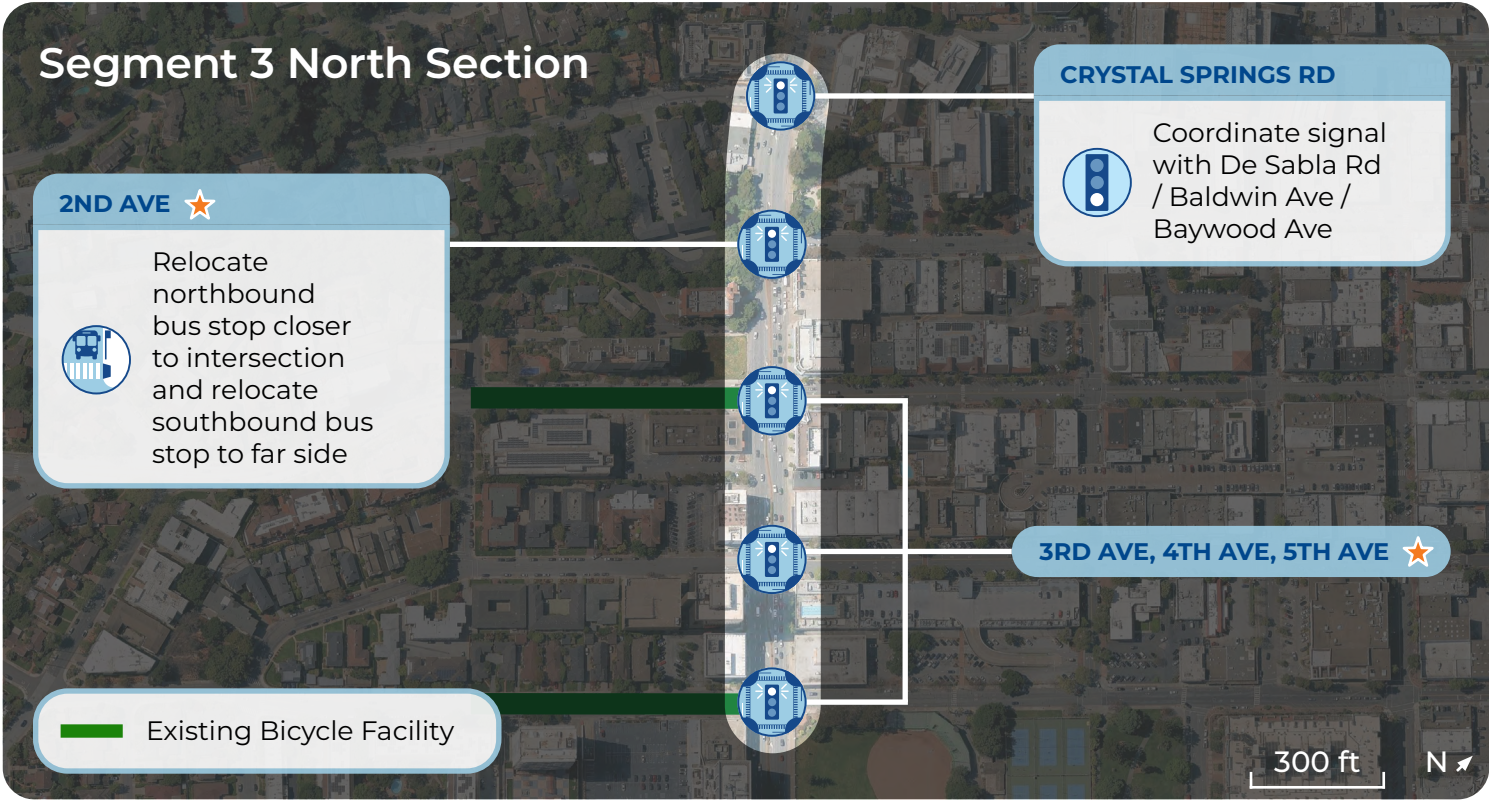
Segment 2: Monte Diablo Ave to Crystal Springs Rd

CITY OF
SAN MATEO



Segment 3: Crystal Springs Rd to 5th Ave

CITY OF
SAN MATEO



Multifaceted San Mateo

El Camino Real / Baldwin-5th Ave

‘Multifaceted San Mateo’ provides downtown gateways that increase vibrancy and access along El Camino Real to San Mateo’s destinations: Central Park (including Japanese Garden, recreational areas, and playground), Public Library, and the historic downtown walk.

At the key intersections of Baldwin, 2nd, 3rd, 4th, and 5th Avenues, proposed interventions include various streetscape improvements such as increased crossing safety, intuitive wayfinding and signage, enhanced lighting, and public art opportunities—elements that work together to elevate the pedestrian and bike experience into the heart of downtown. Refer to **Appendix B** for more details.



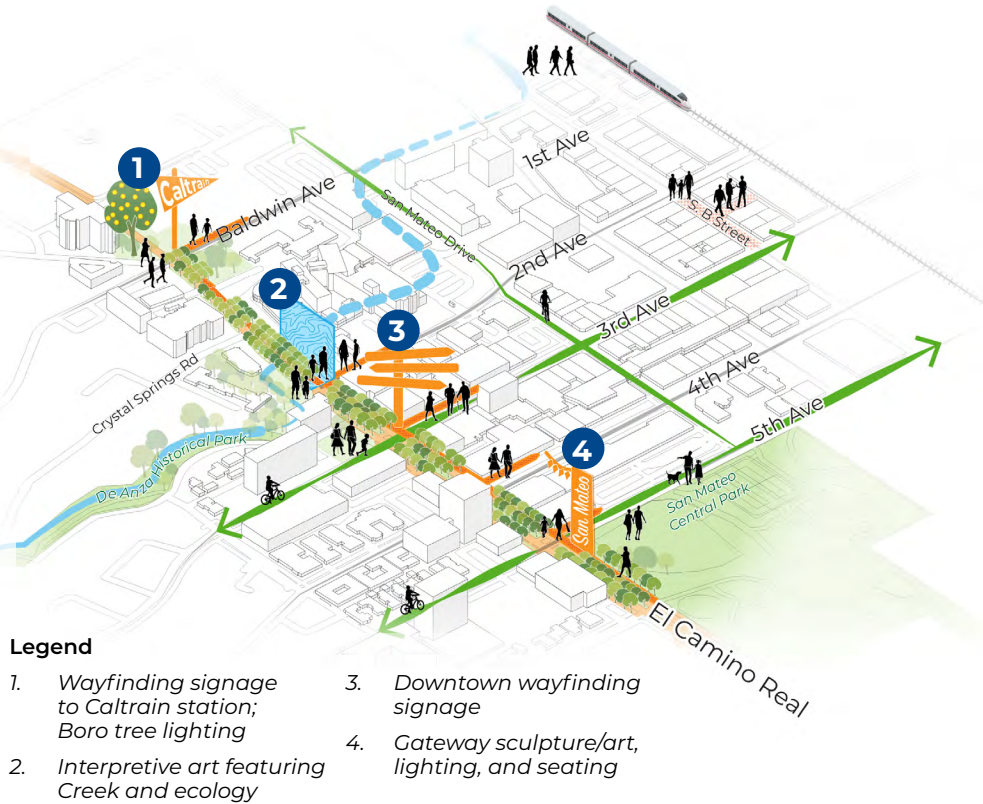
KEY STRATEGIES

- STORYTELLING CANVAS

Interpretive art showcasing the creek
- ACTIVATE!

Crosswalks, curb extensions, and signage to Downtown
- LET'S GREEN

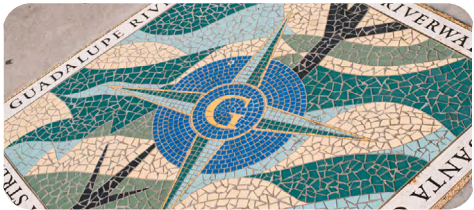
Consistent tree canopy along sidewalk and understory planting in the median



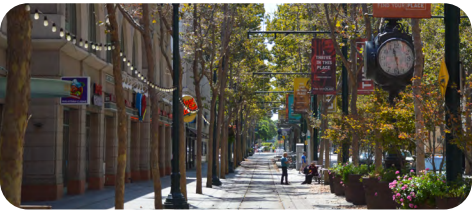
PRECEDENTS



Wayfinding signage highlighting downtown destinations, Adelaide, AUS



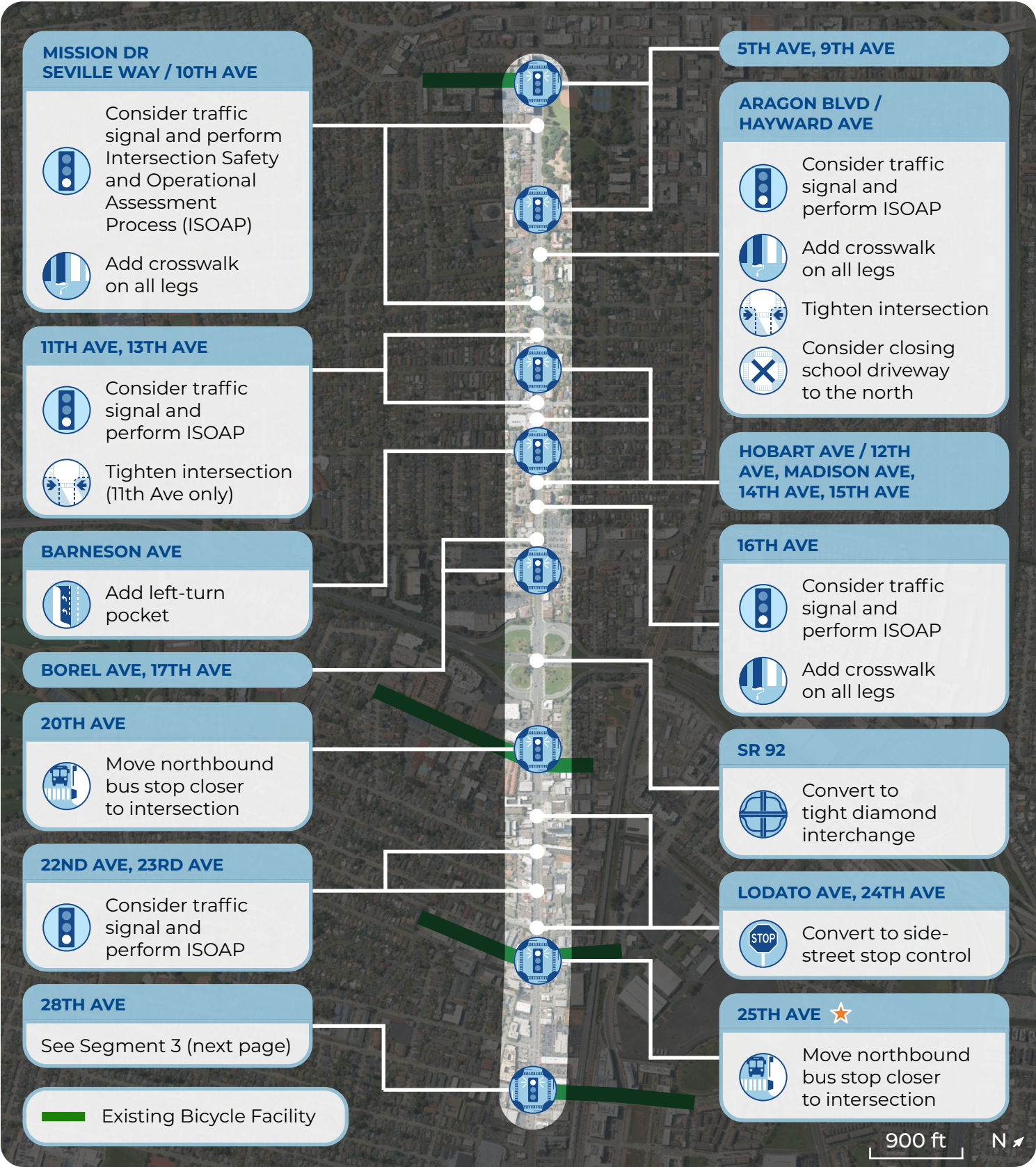
Integrating opportunities of storytelling through art, San José, CA
Credit: Baunfire



Elevated streetscape design to signify entry points to downtown, San José, CA

Segment 4: 5th Ave to 28th Ave

CITY OF SAN MATEO



★ San Mateo Spurs
El Camino Real / 25th, 28th, and 31st Ave

‘San Mateo Spurs’ increase visibility and access along El Camino Real to some of San Mateo’s most active places: Hillsdale Caltrain Station, 25th Avenue retail, Hillsdale Mall, and Bay Meadows transit-oriented development.

At three key intersections, proposed interventions include a corner pocket plaza, lush sidewalk tree canopy along the sidewalk and understory planting in curb extensions, and decorative crossings—elements that work together with transportation improvements to elevate the public realm experience to these important destinations. Refer to **Appendix B** for more details.



Key Strategies

ACTIVATE!

Corner pocket plaza with landscape and seating with room for pop-up programs

1

Corner plaza reclaims wide paved space to slow down vehicle turning and direct attention to 25th Avenue retail

LET’S GREEN

Tree canopy with understory planting

2

Tree canopy and wayfinding signage support the journey to/ from Caltrain

STORYTELLING CANVAS

Decorative crossing for an enhanced pedestrian experience

3

Active corners and pedestrian crossings leading into current and future developments

PRECEDENTS

Coordinated streetscape and corner plaza design, Kirkland, WA

Continuous tree canopy and understory, Long Island, NY

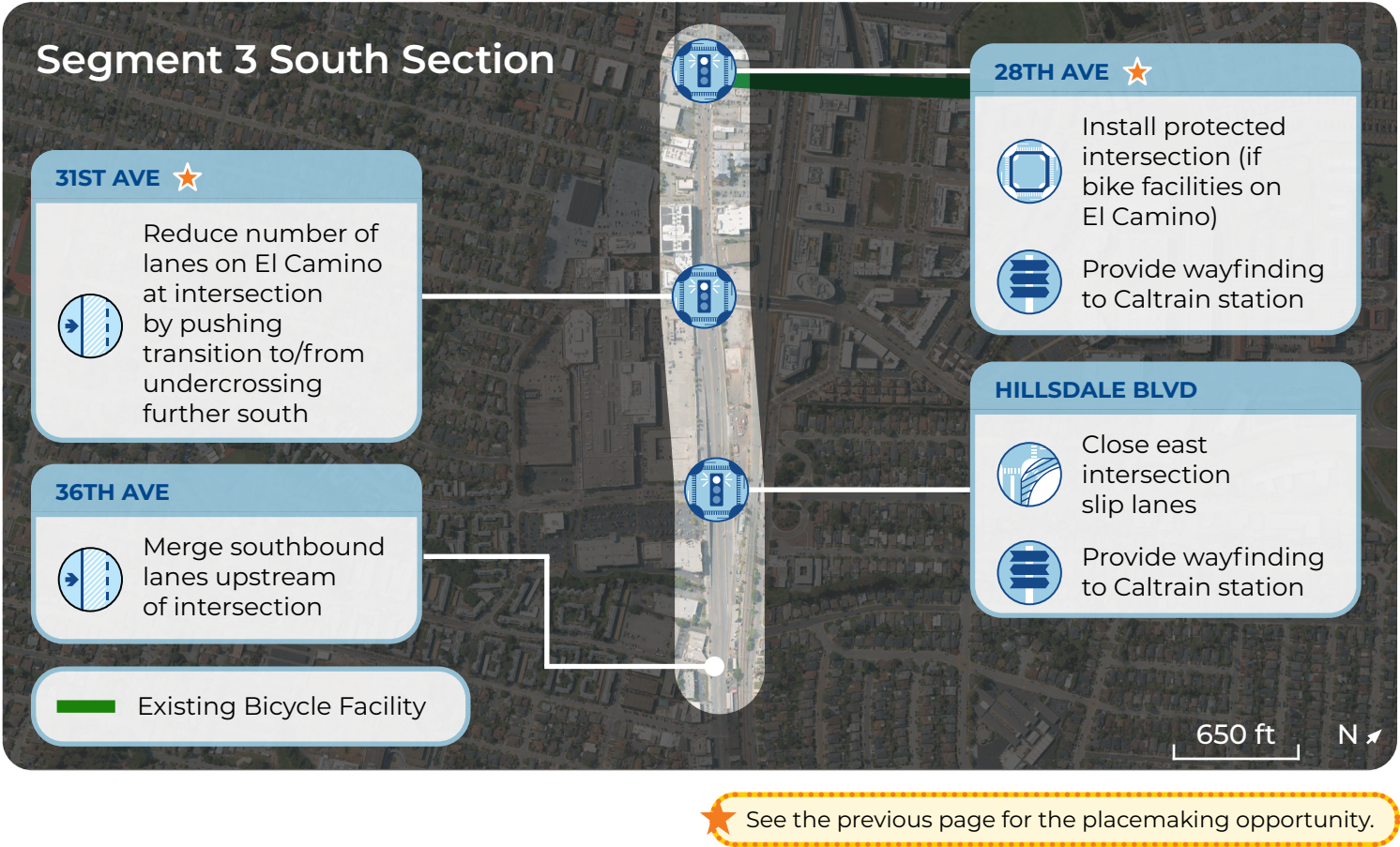
Decorative sidewalk treatment to signify intersections at key corridors, San Francisco, CA

credit: Fora Landscape Architects

Unless otherwise mentioned, image credit: SITELAB Urban Studio

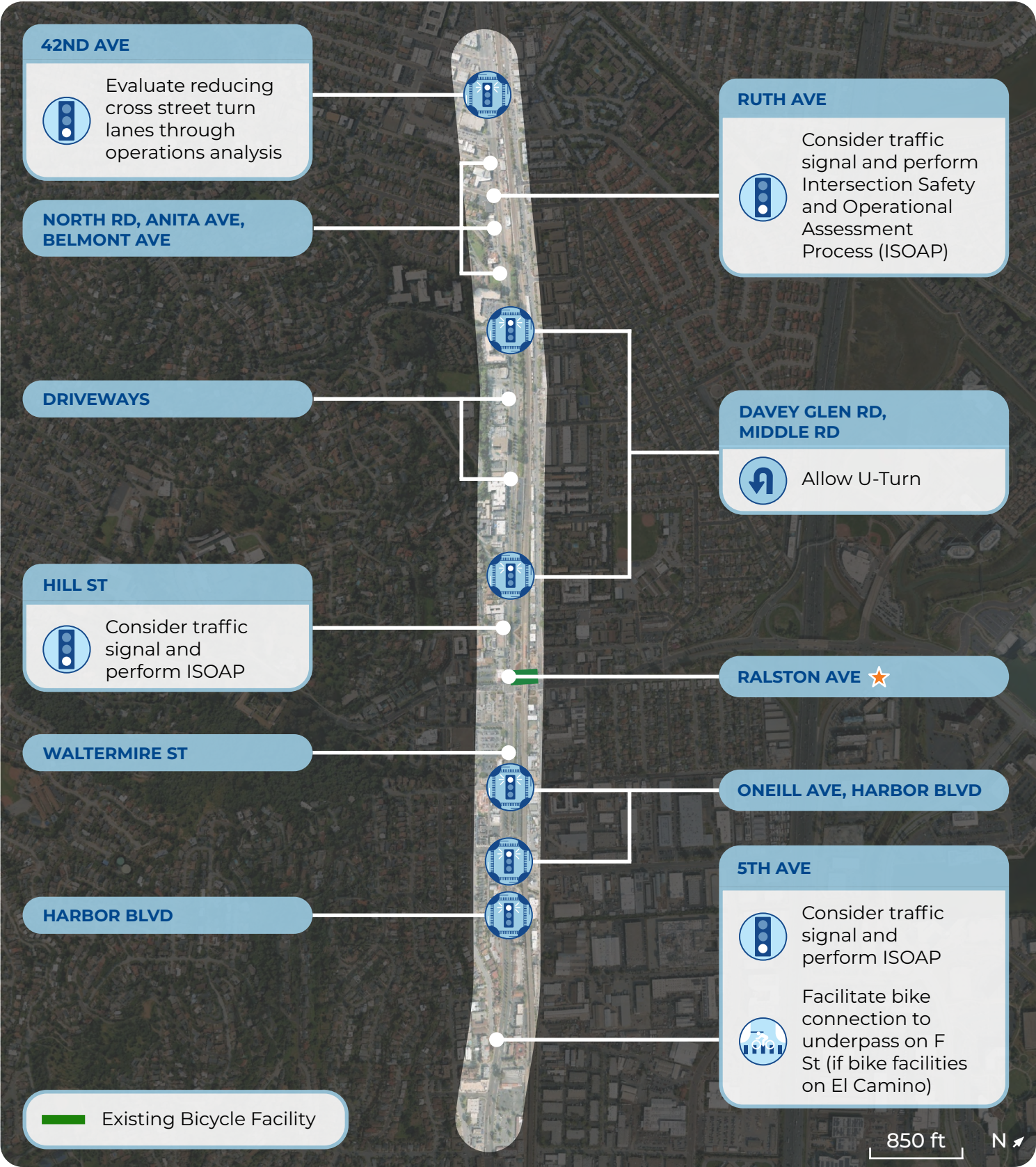
Segment 3: 28th Ave to 36th Ave

CITY OF
SAN MATEO



Segment 6: 42nd Ave to F St

CITY OF
BELMONT



★ **Belmont Switch**
El Camino Real / Ralston Ave

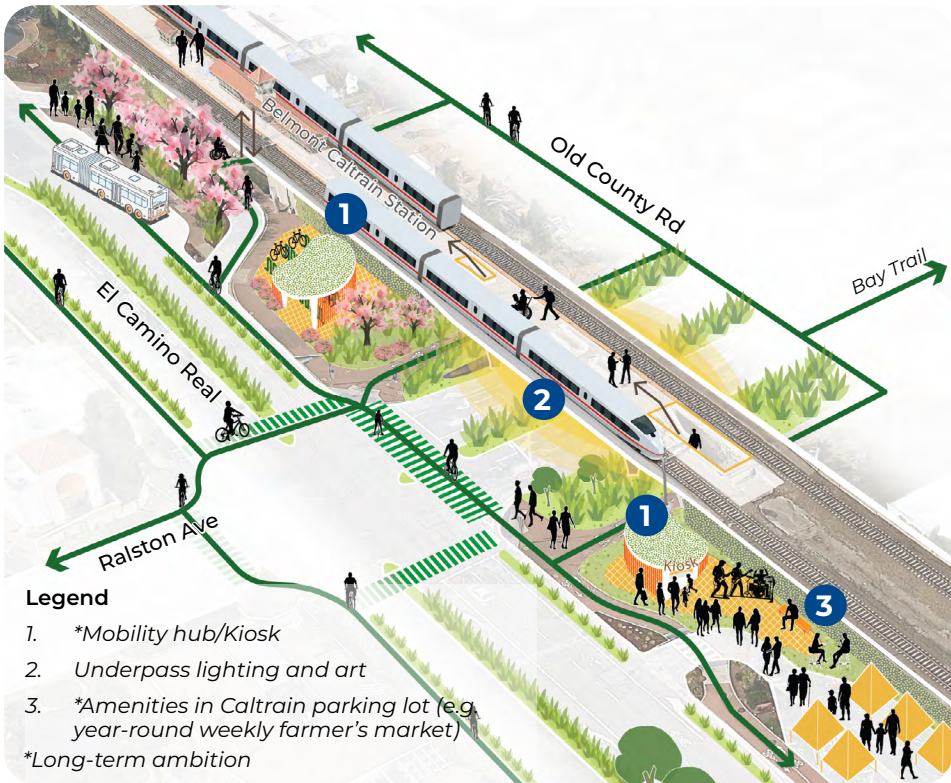
‘Belmont Switch’ optimizes multimodal connectivity at the crossroads of El Camino Real and Ralston Avenue, linking the city’s primary activity hubs: the Caltrain station, SamTrans ECR route, and the Belmont Village retail district.

Focused on transforming this transit node, proposed strategies introduce quick wins (continuous street tree canopy) and long-term ambitions (dedicated mobility hub and other amenities to support periodic programming on Caltrain parking lot). These design shifts work in tandem to soften the heavy infrastructure, creating a more human-scaled, inviting environment for commuters switching between trains, buses, bikes, cars, and foot travel. Refer to **Appendix B** for more details.



KEY STRATEGIES

- MOVE AND CONNECT**
Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route
- ACTIVATE!**
Support activation of Caltrain parking lot (e.g. year-round weekly farmer’s market)
- LET’S GREEN**
Understory planting along El Camino Real and Ralston Ave underpass



PRECEDENTS



Segment 7: F St to Edgewood Rd

CITIES OF
SAN CARLOS AND REDWOOD CITY



★ **San Carlos Front Porch**
El Camino Real / San Carlos Ave

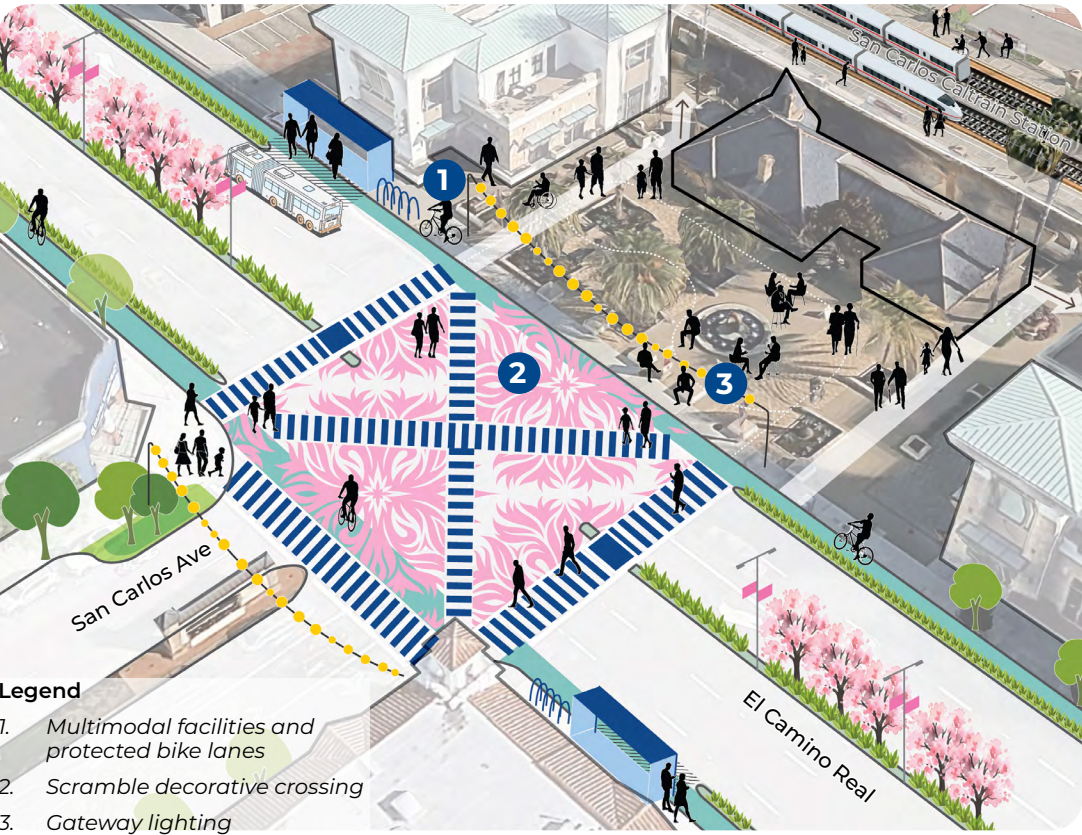
‘San Carlos Front Porch’ creates a welcoming connection across El Camino Real to the San Carlos Caltrain Station through a highly visible, decorative crosswalk, gateway lighting that frames this critical intersection, and understory planting that enlivens the median and provides a buffer alongside separated bike lanes.

Collectively, these elements support pedestrian and cyclist connections between nearby bus stops and the Caltrain Station. Refer to **Appendix B** for more details.



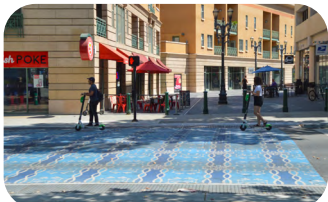
Key Strategies

- STORYTELLING CANVAS**
Decorative crossing and gateway lighting
- MOVE + CONNECT**
Diagonal crossing and bike infrastructure for Caltrain connection
- LET’S GREEN**
Understory planting in median and bike buffer

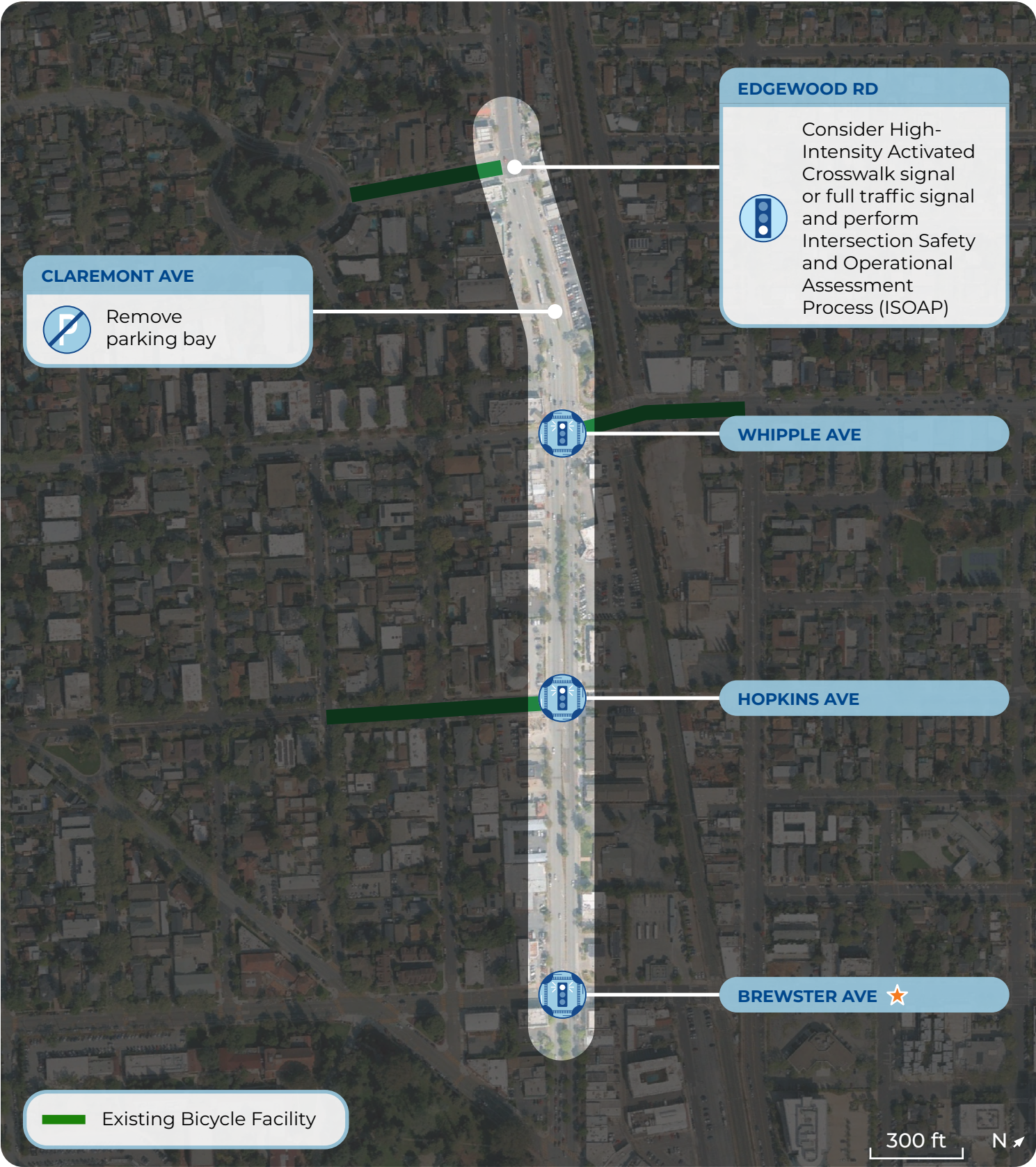


Unless otherwise mentioned, image credit: SITELAB Urban Studio

PRECEDENTS



Segment 8: Edgewood Rd to Brewster Ave REDWOOD CITY



★ Redwood City Portal El Camino Real / Brewster Ave

‘Redwood City Portal,’ located at El Camino Real and Brewster Avenue, amplifies the sense of arrival to the city’s new Transit District and elevated Caltrain station.

Given the potential for new development with active ground floors on all corners of this intersection, proposed interventions focus on enhancing the sidewalk through generous, continuous tree canopy. Gateway signage and pedestrian lighting further highlight this important transit transfer point between SamTrans ECR and Caltrain. Refer to **Appendix B** for more details.

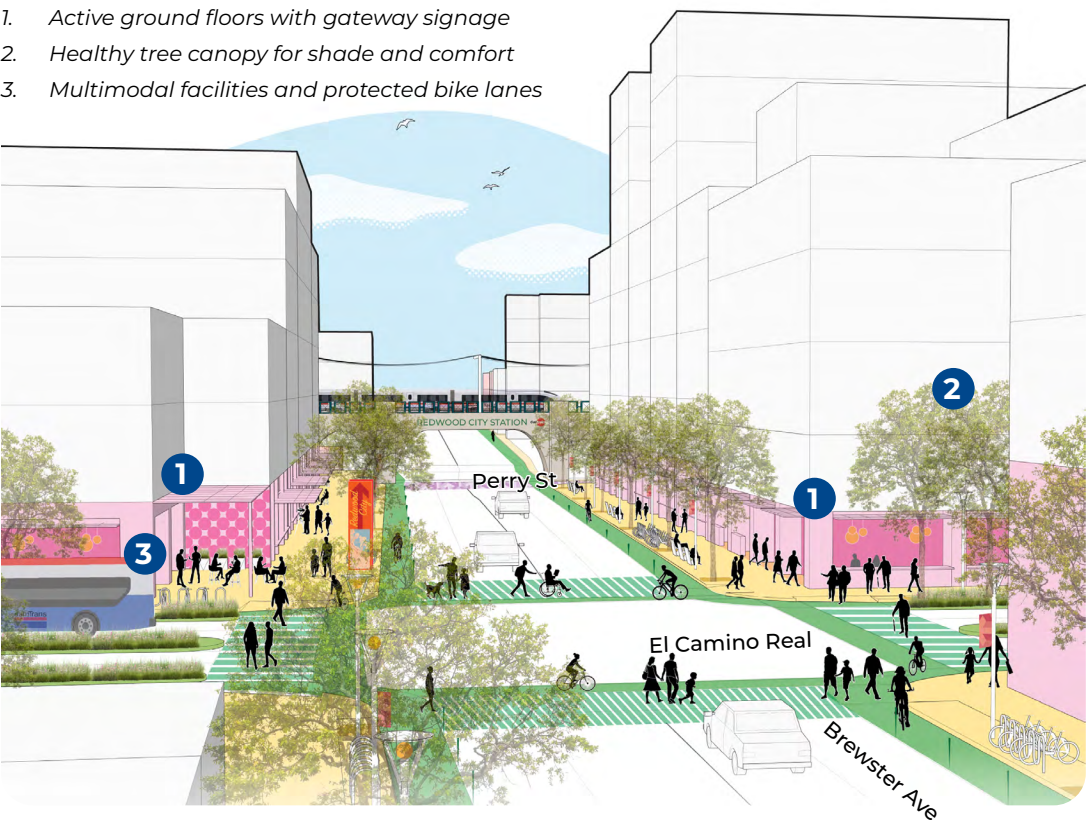


Key Strategies

- ACTIVATE!** Active ground floor retail and gateway signage to the new Caltrain Station
- MOVE + CONNECT** Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route
- LET’S GREEN** Three rows of trees and bike buffers for shade and comfort

Legend

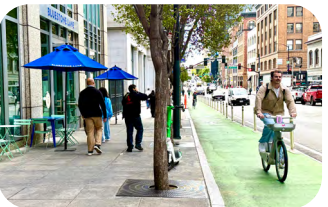
- 1. Active ground floors with gateway signage
- 2. Healthy tree canopy for shade and comfort
- 3. Multimodal facilities and protected bike lanes



PRECEDENTS



Active retail along street corners, Austin, TX



Active ground floor and vibrant streetscape furnishings with tree canopy, San Francisco, CA



Decorative art to enhance multimodal experiences, San Francisco, CA credit: SFMTA

Unless otherwise mentioned, image credit: SITELAB Urban Studio

5

Next Steps

Caltrans Project Development Process

All of the design concepts listed in this Plan will be advanced into the Caltrans project development process. This process begins with the Project Initiation Document, which kicked off in 2026.

The vision for El Camino Real established by the Central El Camino Real Plan will serve as the foundation for designs that

will continue to be refined through the Caltrans project development process. The Grand Boulevard Initiative team will use the outcomes of the Central El Camino Real Plan to develop county-wide corridor alternatives. All the design concepts listed in this Plan will be advanced into the Caltrans project development process, illustrated in **Figure 5.1**. This process begins with the Project Initiation Document, which kicked off in 2026.

Following this study, SamTrans will continue to lead GBI, coordinating across the fifteen local jurisdictions along El Camino Real in San Mateo County. SamTrans and SMCTA will coordinate the countywide Caltrans project development process, including creating a comprehensive

strategy for implementation, phasing, and funding. Jointly, SamTrans and SMCTA will consider sponsoring the future phases of work, shown in **Figure 5.2**, to maintain momentum and reduce the burden for local jurisdictions in funding and implementing the project.

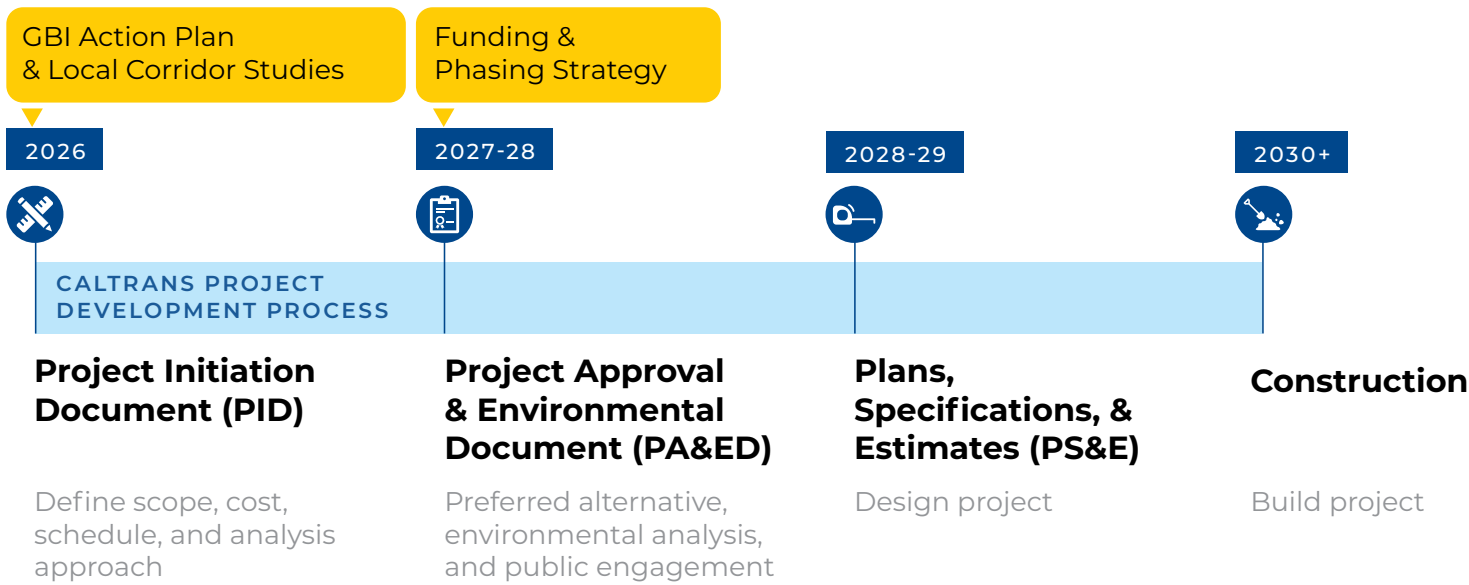
Throughout these future phases, GBI will remain a forum to facilitate collaboration between Caltrans, SamTrans, SMCTA, city staff, and other stakeholders. This ongoing collaboration will help resolve key questions such as roles and responsibilities during design and construction, development of low-stress parallel facilities for bicyclists where bike facilities are not provided on El Camino Real to ensure a countywide

backbone network, approaches to optimizing traffic operations, and developing standard maintenance agreements that agencies can use to advance transportation projects more easily in partnership with Caltrans.

Extensive community engagement will occur during Project Approval and Environmental Document (PA&ED), which is slated to occur in 2027-2028, as the preferred alternative for each jurisdiction will be determined during this phase.

City councils and other key stakeholders will stay engaged through regular updates and will weigh in at major decision points to make sure the project balances local and regional goals.

Figure 5.1. Caltrans Project Development Process Timeline



El Camino Real and Ralston Ave (Belmont)

Figure 5.2. Caltrans Process Approach



Project Initiation Document (PID)

2026–2027, CURRENT PHASE

The PID is the first formal phase of the Caltrans project development process. It defines the scope of potential changes to be studied in later phases but does not settle on a final design. The main goals of this phase are to:

- Define the project’s purpose and need: identify the transportation problem to be solved (the need) and the goals for addressing it (the purpose).
- Define the study area, project scope, cost estimate, schedule, and known risks.
- Identify the project alternatives to be carried forward for detailed study.



Project Approval & Environmental Document (PA&ED)

2027–2028

Once the PID is approved, the alternatives move into detailed analysis and environmental review to select a preferred design alternative for each jurisdiction. Extensive community engagement will occur during Project Approval and Environmental Document (PA&ED), which is slated to occur in 2027-2028, as the preferred alternative for each jurisdiction will be determined during this phase. This phase includes:

- Detailed analysis of how each alternative would affect traffic operations for all road users, and safety at intersections and along the corridor.
- Community and city council engagement to gather feedback on the alternatives and analysis results, and to gauge support for a preferred option.
- Environmental studies to assess potential impacts.
- Selection of a preferred design by Caltrans based on the analysis and community input.



Plans, Specifications, & Estimate (PS&E)

2028–2029

The preferred design then moves into detailed engineering. This phase is more technical, and includes developing:

- Preliminary layouts and roadway cross-sections, estimating quantities of materials needed, and coordinating with the teams responsible for structures, utilities, and property (right-of-way) needs.
- Detailed plans and construction specifications are combined into a complete set of construction documents.

Construction will follow this phase and is estimated to begin in 2030 or later.

Funding Sources

Beginning in late 2026, the SMCTA will partner with SamTrans and the broader GBI Task Force to develop an implementation, phasing and funding strategy that further analyzes opportunities to fund countywide El Camino Real improvements. As documented in the GBI Action Plan, funding from San Mateo County’s Measure A and Measure W, which is distributed by SMCTA, is anticipated to be the main funding source for improvements to El Camino Real. As a project of countywide significance, SMCTA may fund up to half of project costs. SMCTA’s Highway Call for Projects is expected to be the primary funding source, however the agency’s Pedestrian and Bicycle Program, Transportation Demand Management Program, and Regional Transit Connections Program are possible funding sources for smaller-scale, more focused projects. Other funding sources could include:

- Federal opportunities: 5307 Formula funds, Capital Infrastructure Grants (CIG) Small Starts Program, earmarks
- State opportunities: Local Partnership, Solutions for Congested Corridors, Active Transportation Programs (ATP)
- Regional opportunities: Regional Measure 3, ATP Regional Share, Bus Accelerated Infrastructure Delivery (BusAID)

For more information on these funding sources and applicability to the project, please see the [GBI Action Plan](#).

El Camino Real and Holly St (San Carlos)





Grand Boulevard Initiative & Central El Camino Real Plan

City of Belmont City Council – September 8, 2026

SamTrans

Cassie Halls, Project Manager, SamTrans

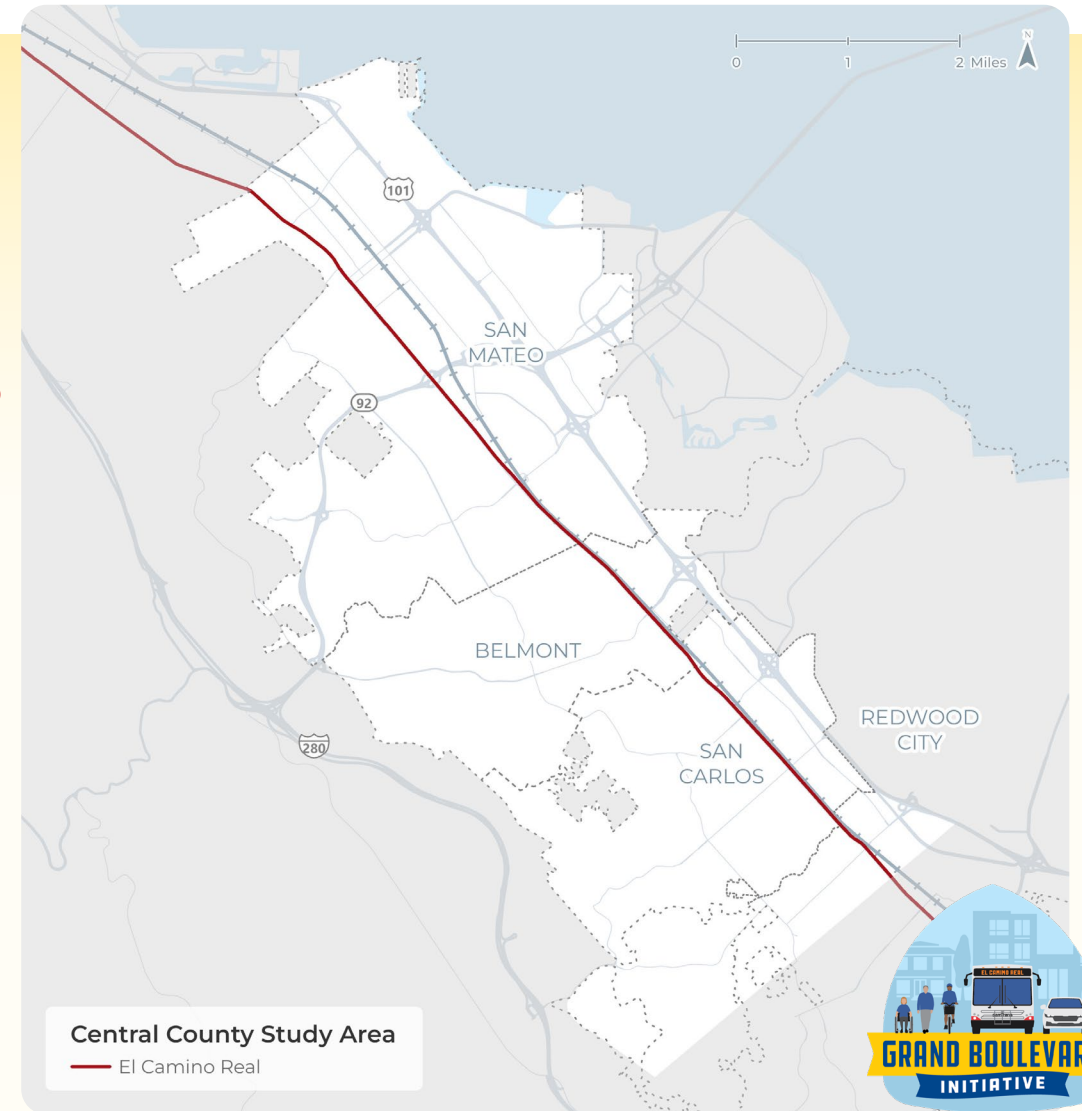
Erin Ferguson, Fehr & Peers

Michaela Petrik, Government and Community Affairs, SamTrans

City of Belmont

Josh Sun, Senior Civil Engineer

Carlos de Melo, Community Development Director



Request of City Council

Receive an informational presentation on the Central El Camino Real Multimodal Plan

Adopt a resolution to continue to support SamTrans' efforts in coordinating with Caltrans to implement complete street improvements on El Camino Real

Agenda

1. Central El Camino Plan
2. Community Engagement
3. Belmont's Conceptual Alternative Cross Sections
4. Next Steps



Central El Camino Real Multimodal Plan





The Central El Camino Real Multimodal Plan: Envisioning a Vibrant Corridor

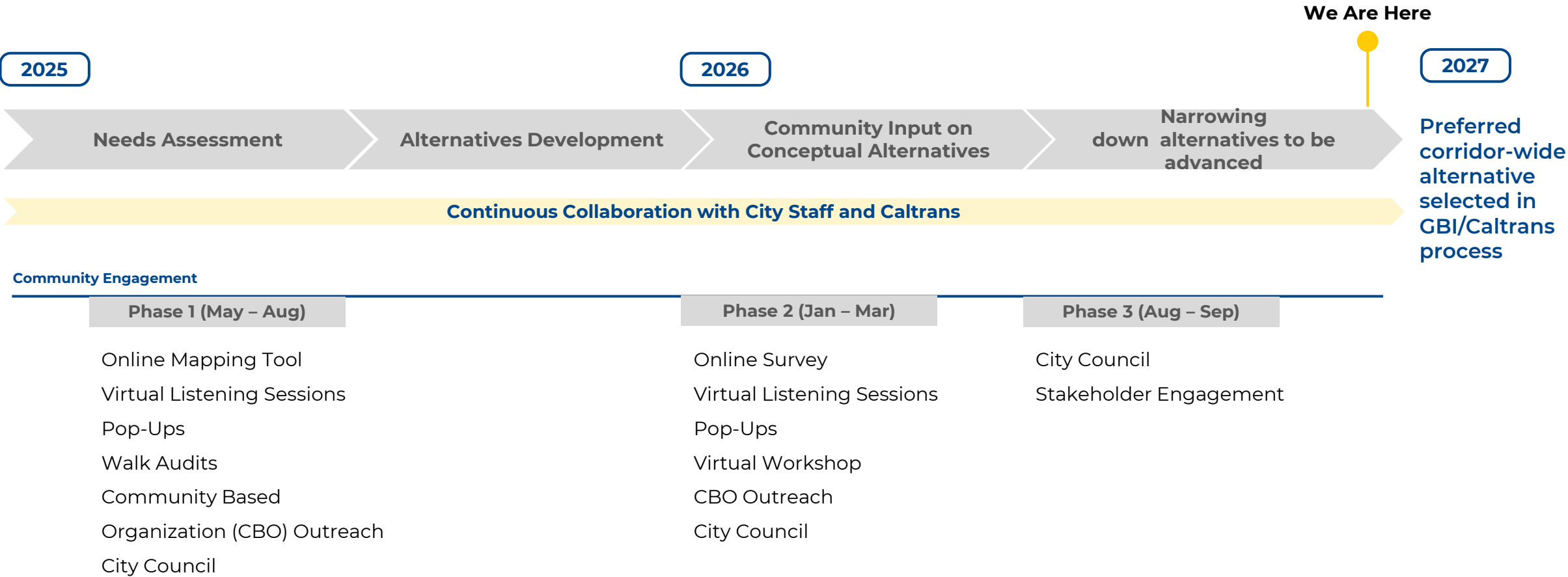
The Central El Camino Real Plan is working to create a shared vision for El Camino Real across the cities of **Belmont, San Carlos, San Mateo**, and a small portion of **Redwood City**

The goal of this project is to improve El Camino Real to better serve people **walking, biking, and taking transit**

The Plan will be advanced as part of a countywide **Caltrans project development process facilitated by the Grand Boulevard Initiative (GBI)**



Central El Camino Real Plan Timeline



The Central El Camino Plan is a part of the larger "Grand Boulevard Initiative" or GBI



Every city in San Mateo County has been working on complete streets studies for El Camino Real.

In parallel, GBI serves as a forum for collaboration and continuity across these local studies.



Community Based Organization Meeting at Catholic Charities



Example of a completed corridor study from Redwood City

GBI Funding Approach

Redesigning El Camino Real will be one of San Mateo County's largest transportation projects.

Overall GBI Program

Up to \$1B
Rough order of magnitude cost for up to 22 miles of streetscape redesign (\$2025)

Funding Breakdown

Up to \$500M
Up to 50% of total project costs from SMCTA Measure A & W Program

Up to \$500M
Funding Need

Next Steps

SMCTA considers local requests to sponsor projects

Federal Opportunities

State Opportunities

Regional Opportunities

Community Engagement





What Engagement Looked Like

SamTrans led engagement in three phases for the entire project area in partnership with the Central cities

Activities included:

- Pop-ups
- Virtual listening sessions
- Community Based Organization (CBO) meetings
- Online community survey
- Walk audits
- Stakeholder presentations (including Rotary)
- Virtual community workshop



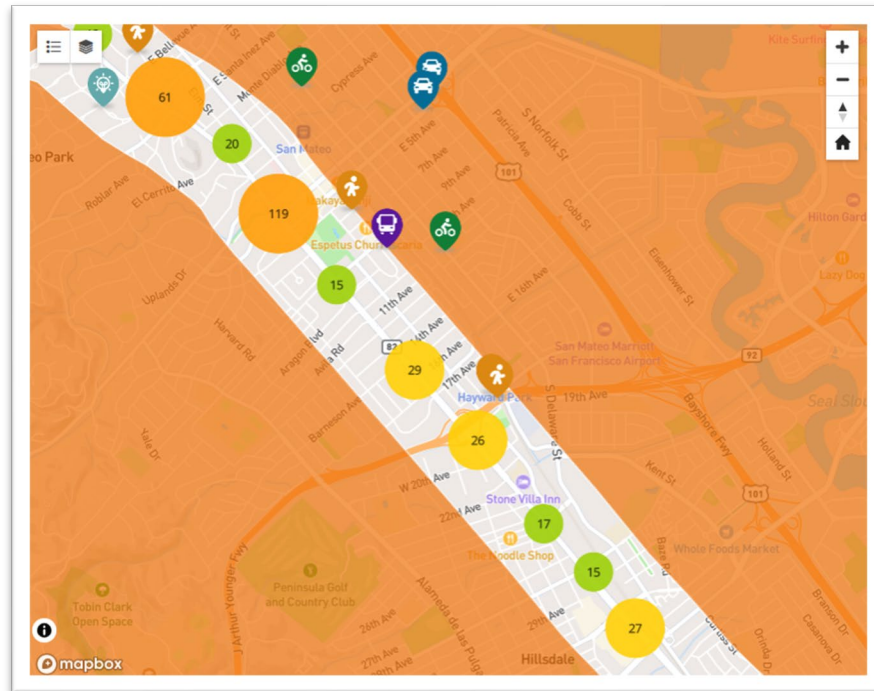
Peninsula Family Service CBO Meeting



Walk Audit Participants in San Mateo

Online Engagement Methods

Phase 1 Interactive Web Map (830 responses)

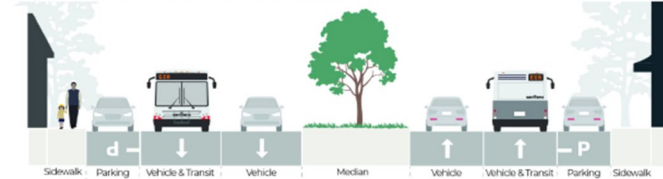


Phase 2 Online Survey (701 responses)

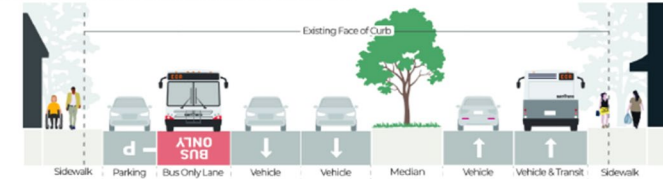
3. For the **city of Belmont**, which alternative do you prefer? (select one)

Note that all images are examples of alternative priorities and may look different throughout the project area depending on existing infrastructure and road widths.

☐ Existing: What El Camino Real looks like today



☐ Transit: Faster bus service and wider sidewalks



☐ Pedestrian: Wider sidewalks and more trees



What We Heard from the Public

Key takeaways for whole study area

- Congestion along El Camino Real at cross-streets leading to US-101
- Need for separated bike facilities
- Consensus on need for safer pedestrian crossings with increased visibility
- Need for bus stop amenities, higher bus frequencies and better infrastructure
- Desire for more trees to provide shade

Key takeaways for **Belmont**

- Preference for bicycle alternative and interest in improved bike connectivity between cities
- Need for improved pedestrian environment and safety
- Interest in bus and bike option
- Mixed opinions on parking importance

"Bike lanes on El Camino Real would be a big help here."

"Give back the street to the pedestrians and people on bikes."

"Please keep parking on both sides of El Camino"

"Eliminate the parking and give a bus-only lane."

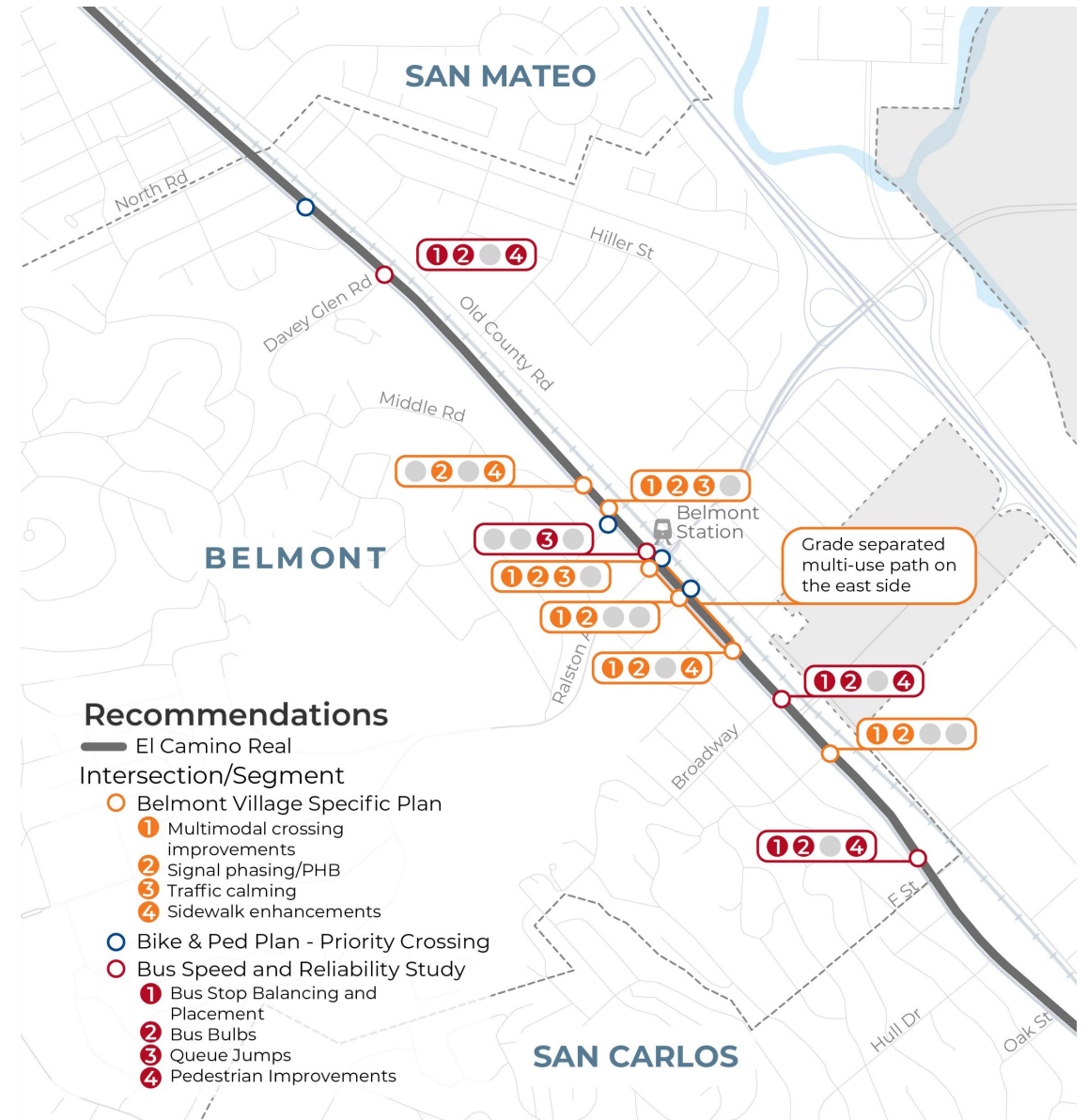
Conceptual Alternatives



Building Upon Belmont's Efforts

The Central El Camino Plan provides an opportunity to incorporate input from Belmont's efforts related to El Camino Real over the years:

- Belmont Village Specific Plan (2017)
- Comprehensive Bike Ped Plan (2016)
- SamTrans Bus Speed and Reliability Study (2022)





Alignment with Changing Land Uses

Most commercial zoning in Belmont is centered on El Camino Real or east of US 101

Potential future mixed-commercial uses, jobs and housing anticipated within adjacent Harbor Industrial Area (HIA)

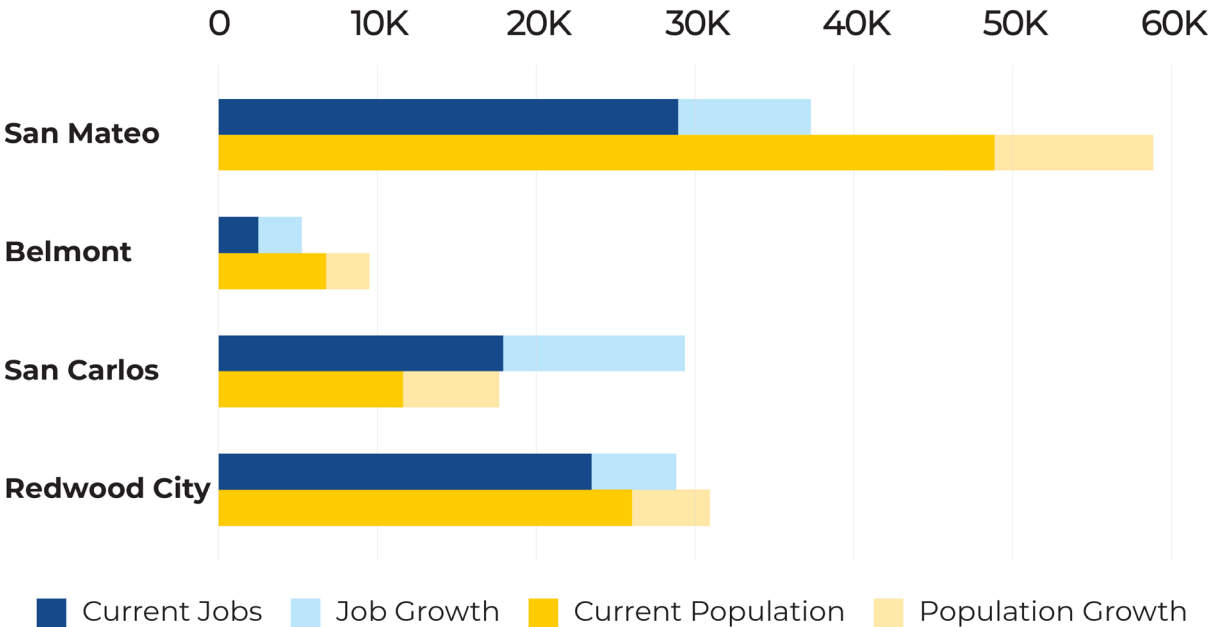
Additional higher-density residential land uses anticipated along El Camino Real

In the next 10 years, Belmont will potentially see

3K new residents

2.6k jobs created

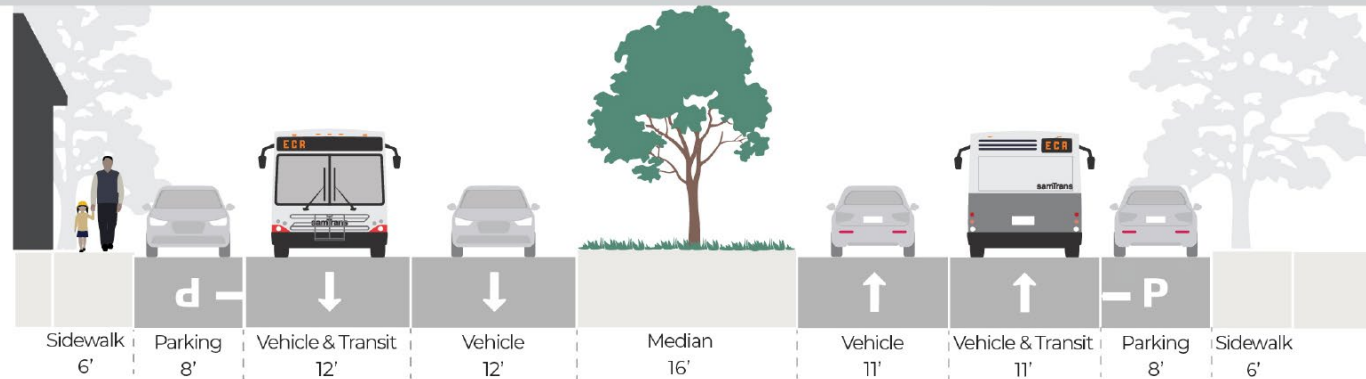
within ½ mile of El Camino Real



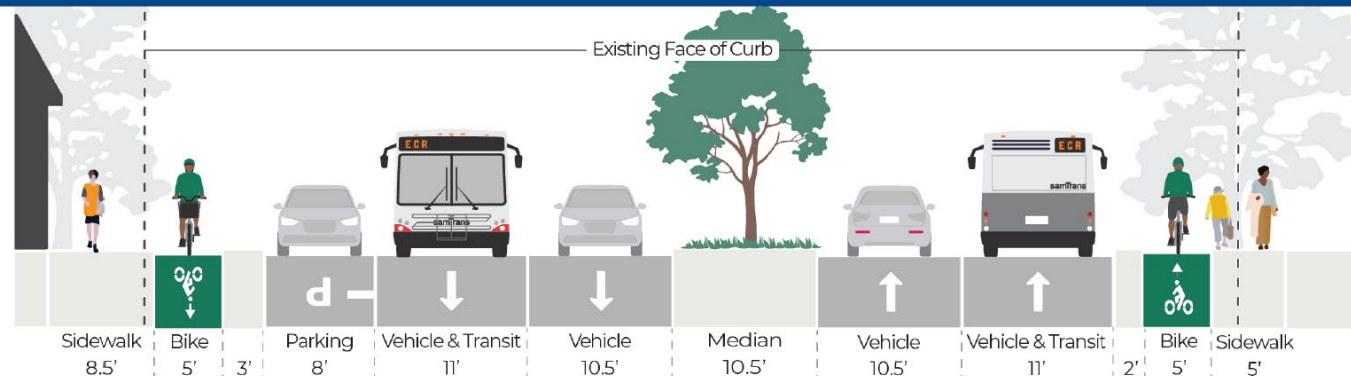
Belmont Cross Sections: 42nd Avenue to F Street

Existing Cross Section

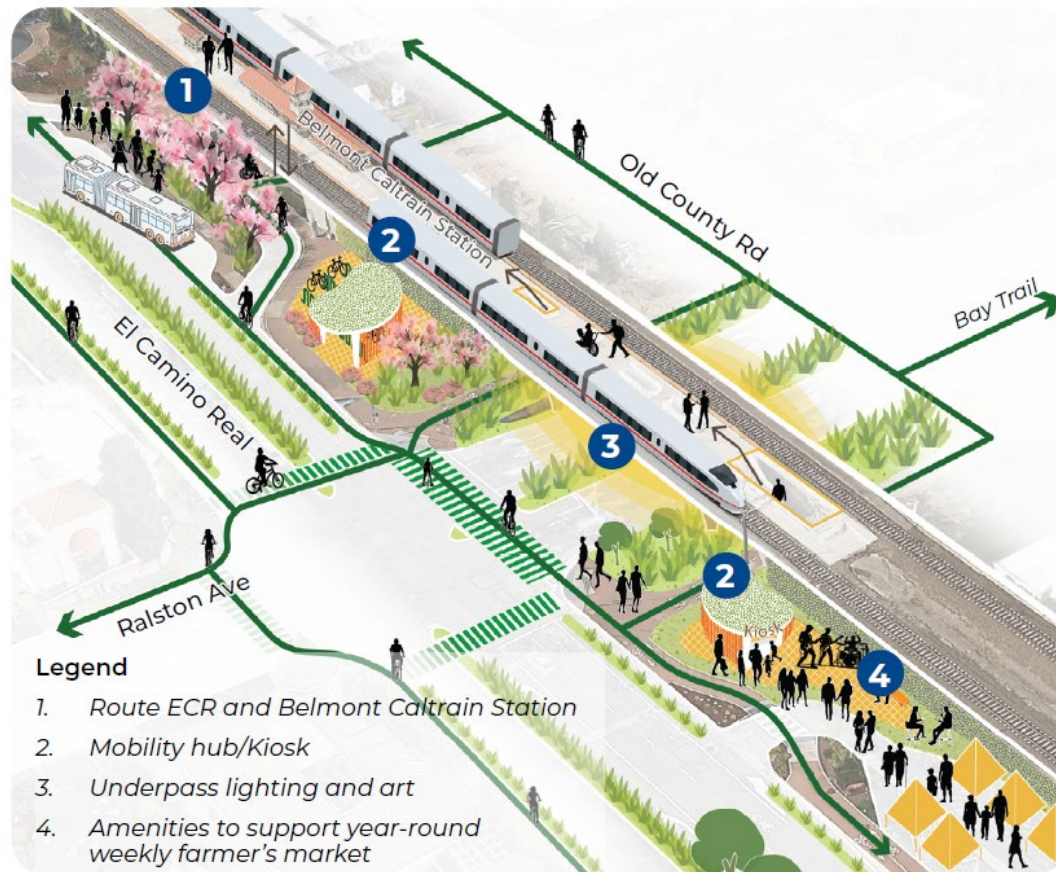
(Looking North) 90'



Alternative 1, 2, & 3 Cross Section



Placemaking Opportunities: El Camino Real/Ralston Ave



KEY STRATEGIES



MOVE AND CONNECT

Seamless multimodal Caltrain, dedicated bike, and SamTrans ECR route



ACTIVATE

Support activation of Caltrain parking lot e.g. year-round weekly farmer's market



LET'S GREEN

Understory planting along El Camino Real and Ralston Ave underpass

These placemaking concepts are for future discussion only. Specific design, costs, as well as roles/responsibilities for maintenance have not yet been determined.

Next Steps: Belmont



Project Milestones

Project Phase	Proposed Timeline	Topic of Discussion
Phase 1 Engagement- Central El Camino Plan	May – Aug 2025	Existing Conditions
Phase 2 Engagement – Central El Camino Plan	Jan – Feb 2026	Concept alternatives
Phase 3 Engagement – Central El Camino Plan	Aug - Sept 2026	Narrowing down alternatives (minor mods for Belmont with focus on bike/ped improvements)
Project Initiation Document (PID)	2026-2027	Minor refining of alternatives
Project Approvals and Environmental Document (PA&ED)	2027-2028	Selecting a preferred alternative
Project Specifications and Estimates (PS&E)	2028-2029	Feedback on specific design details



Upcoming Milestones

Project Phase	Proposed Timeline	Topic of Discussion
Phase 1 Engagement- Central El Camino Plan	May – Aug 2025	Existing Conditions
Phase 2 Engagement – Central El Camino Plan	Jan – Feb 2026	Concept alternatives
Phase 3 Engagement – Central El Camino Plan	Aug - Sept 2026	Narrowing down alternatives
Project Initiation Document (PID)	2026-2027	Refining alternatives
Project Approvals and Environmental Document (PA&ED)	2027-2028	Selecting a preferred alternative for the corridor
Project Specifications and Estimates (PS&E)	2028-2029	Feedback on specific design details



Request of City Council

Receive an informational presentation on the Central El Camino Real Multimodal Plan

Adopt a resolution to continue to support SamTrans' efforts in coordinating with Caltrans to implement complete street improvements on El Camino Real

Thank You!



Visit **samtrans.com/CentralElCamino** for more information.



STAFF REPORT

Meeting Date: September 8, 2026
Agency: City of Belmont
Staff Contact: Afshin Oskoui, City Manager, city_manager@belmont.gov
Agenda Title: Community Center Project Authorization of Design-Build Procurement, Evaluation of Delivery Options, and Direction to Explore a Project Labor Agreement
Agenda Action: Resolution

Recommendation

Staff recommends that the City Council adopt the attached resolution authorizing staff to establish a design-build delivery framework for the Community Center Project and to evaluate whether conventional design-build or progressive design-build provides the best delivery approach as the project definition, funding strategy, schedule, risk profile, and market conditions become clearer.

- 1) Authorize use of a design-build delivery method for the Community Center Project pursuant to applicable California Public Contract Code authority.
- 2) Authorize staff to evaluate conventional design-build and progressive design-build and recommend the approach that best serves the City's interests.
- 3) Authorize preparation of the applicable procurement documents, evaluation criteria, conflict-of-interest guidelines, bonding, insurance, and contract requirements.
- 4) Authorize staff to begin evaluating and, if appropriate, negotiating a project-specific Project Labor Agreement (PLA) in connection with the selected design-build delivery method.
- 5) Require any proposed PLA and the final design-build procurement strategy to return to the City Council for approval at the appropriate stage before the City is contractually committed to construction.

Strategic Focus Area

Infrastructure and Mobility

Background

The City has been working toward addressing the long-term needs of its community center facilities, including deferred maintenance, aging infrastructure, functional limitations, and evolving community program needs.

The community has expressed a clear interest in addressing the condition and program needs of the existing center and determining a sustainable long-term solution. A citizen-led parcel tax measure is appearing on the November 2026 ballot that, if approved, will provide a funding source to invest in the community center.

The City should be prepared to act efficiently if the community provides the resources necessary to move forward. That means establishing the basic project delivery strategy and procurement framework before



funding is available, rather than beginning that work after an election.

The proposed action is therefore intended as a preparatory and efficient step. It does not prejudge the final project scope, cost, financing, or construction decision. It establishes the tools and decision framework necessary to move from funding authorization to implementation in a disciplined manner.

The current project concept contemplates a new or substantially modernized Community Center that can safely and effectively serve Belmont residents for generations to come. The project is intended to address the facility's long-term infrastructure and safety needs, including bringing the facility into compliance with modern seismic, electrical, fire-life-safety, and accessibility standards, while incorporating resiliency features that would allow the Center to serve as a community resource and emergency response facility when needed. The final project scope and program will be subject to further development, funding availability, environmental review, and future City Council direction.

Analysis

Preparing Now to Deliver if Funding Becomes Available

The City's objective should be straightforward: if the community provides the funding necessary to address these long-standing needs, the City should be ready to execute.

A project of this magnitude will require significant planning before construction can begin. Procurement strategy, project requirements, site and facility planning, cost estimating, labor requirements, environmental review, financing, community engagement, and construction risk allocation all need to be addressed.

Beginning this work now does not commit the City to construction. It allows the City to establish the framework within which those decisions can be made.

The Community Center should address both deferred maintenance and current and future program needs. The goal should not simply be to replace an aging facility, but to create a facility and operating model that is functional, flexible, sustainable, and capable of serving the community for decades.

The design-build delivery model provides a framework for integrating design and construction expertise. Within that framework, the City has two potentially appropriate approaches: conventional design-build and progressive design-build.

Design-Build as the Overall Delivery Strategy

Under design-build, the City contracts with a single entity responsible for both design and construction. This can provide greater integration between design, constructability, scheduling, and cost than traditional design-bid-build.

Staff believes design-build is worthy of consideration for the Community Center because of the project's anticipated size, complexity, multiple facility components, and need to coordinate site, building, program, schedule, and cost decisions.



The proposed Council action intentionally does not select the precise form of design-build at this stage. Staff recommends preserving flexibility to select either conventional design-build or progressive design-build after further project definition and evaluation of the City's objectives.

Conventional Design-Build

Conventional design-build generally involves selecting a design-build entity through a procurement process based on established project requirements and then proceeding through design and construction under the resulting contract.

- It may provide a relatively straightforward procurement and contract structure once the City's program and performance requirements are sufficiently defined.
- It may provide stronger price and schedule commitments earlier in the process.
- It can be appropriate where the owner has a well-developed program, performance requirements, and scope before procurement.
- It may require the City to resolve more scope and program decisions before selecting the design-build entity.

Progressive Design-Build

Progressive design-build selects the design-build entity at an earlier stage based primarily on qualifications. The City and selected team then work together through design and preconstruction to further develop the project and establish a Guaranteed Maximum Price.

- It provides earlier construction expertise during design and project definition.
- It allows the City and design-build team to evaluate scope, constructability, schedule, market conditions, and cost together.
- It can be particularly useful where project requirements or design solutions are still evolving.
- It requires a more involved owner-side process and strong project management, cost estimating, and negotiation capabilities.
- The City retains an important decision point before proceeding to construction at the negotiated GMP.

The appropriate choice should be based on the level of project definition, the City's desired level of control, schedule, market conditions, risk allocation, anticipated competition, and the City's ability to administer the selected process.

State Law And SB 935

California law provides separate statutory authorities for design-build and progressive design-build procurement by qualifying local agencies. Staff will work with the City Attorney to identify the authority and procurement requirements applicable to the selected delivery method.

Public Contract Code Chapter 4.7 currently authorizes qualifying local agencies to use progressive design-build for up to 10 public works projects in excess of \$5 million each. The current Chapter 4.7 authority has a January 1, 2030, sunset under Section 22185.11.



SB 935, signed in 2026, affects the City's broader design-build authority by removing the January 1, 2031, sunset applicable to the separate local-agency design-build authorization. It does not, by itself, remove the current sunset applicable to Chapter 4.7 progressive design-build authority.

Staff will continue to monitor legislative developments and will confirm the specific statutory pathway, required procurement process, and applicable thresholds with the City Attorney before the solicitation is released.

Project Labor Agreement Consideration

The City also has an opportunity to evaluate whether a project-specific PLA would provide sufficient value for the Community Center to justify its cost and administrative requirements.

A PLA is a project-specific pre-hire collective bargaining agreement establishing terms and conditions for construction labor. Depending on the negotiated agreement, it may address labor stability, dispute resolution, work rules, apprenticeship, workforce development, and no-strike/no-lockout provisions.

A PLA is not a prerequisite to selecting design-build generally. Its relationship to the selected delivery method, including any skilled-and-trained-workforce requirements applicable to the procurement, should be evaluated by staff in partnership with labor. Staff is therefore not recommending approval of a PLA at this time. Staff recommends beginning the evaluation early enough to understand potential terms, costs, contractor participation, workforce benefits, and administrative requirements before the procurement strategy is finalized.

PLA Parameters for Council Consideration

- Project-specific. Any PLA should apply only to the Community Center Project.
- Labor stability. Evaluate no-strike/no-lockout and dispute-resolution provisions appropriate to the Project.
- Workforce development. Evaluate apprenticeship and training opportunities consistent with State law.
- Community benefits. Identify appropriate local or targeted workforce outcomes, define measurable objectives before procurement. PLAs also seek to establish and stabilize wages, hours, and working conditions for workers employed, thereby helping to improve the quality of work and safety on the project and increasing potential economic opportunities for residents throughout San Mateo County.
- Contractor participation. Assess the potential effect on the pool of prime contractors and subcontractors, including small and non-union firms.
- Cost transparency. Evaluate potential effects on labor costs, subcontractor pricing, competition, and total project cost.
- Administrative capacity. Identify compliance monitoring, reporting, labor relations, and contract administration requirements and determine how they would be resourced.
- Council approval. Return any negotiated PLA to Council for final approval before it becomes part of the procurement or contract documents.



Why Address These Issues Now

If the November parcel tax measure is approved, the City could move quickly from funding authorization into project implementation. Waiting until after the election to determine the procurement and labor strategy could add months to the schedule and create avoidable uncertainty.

Conversely, evaluating these issues now does not commit the City to a particular project scope, delivery method, PLA, or construction cost. It allows the City to do the planning work necessary to make those decisions deliberately.

This is consistent with the City's responsibility to be prepared to execute. If the community provides the resources to address long-standing deferred maintenance and program needs, the City should have a clear path to move forward efficiently, transparently, and responsibly.

There is no direct construction expenditure or construction appropriation associated with this authorization. There will be project development costs for procurement preparation, legal review, Owner's Representative services, and potentially specialized labor counsel or compliance support.

Those costs are appropriately viewed as preparatory project development costs necessary to position the City to proceed efficiently if funding becomes available. The City Council will retain future decision points concerning project scope, funding, design-build selection, negotiated price or GMP, PLA approval, construction authorization, and associated appropriations.

Environmental Review

Authorization of a procurement framework and evaluation of delivery methods do not themselves approve construction or commit the City to a definite course of action affecting the physical environment. Project-level environmental review will be completed in accordance with applicable law before an action requiring such review is taken.

Next Steps

- Finalize the project delivery strategy and criteria for selecting conventional and progressive design-build.
- Prepare the applicable RFQ/RFP and procurement documents.
- Develop the required evaluation criteria, conflict-of-interest guidelines, bonding, insurance, and contract requirements.
- Evaluate project schedule, scope definition, cost estimating, market conditions, risk allocation, and anticipated contractor competition.
- Initiate consultation with the City's financial advisor and bond counsel to evaluate potential financing and bond issuance strategies, establish preliminary fiscal parameters, and develop a funding framework that aligns the anticipated project scope with potential future revenues.
- Begin discussions regarding a potential project-specific PLA.
- Evaluate the PLA's potential cost, contractor participation, administrative requirements, labor stability, and workforce benefits.
- Return to Council with the recommended design-build delivery method and proposed procurement



documents before release.

- Continue project planning, program development, community engagement, environmental review, and funding strategy so the City is positioned to proceed efficiently if the November funding measure is approved.
- Return any proposed PLA to Council for final consideration and approval.

The Community Center represents a significant long-term investment in the City's facilities and in the services the City provides to the community.

The immediate question before Council is not whether to build the Project or commit the City to a particular construction cost. It is whether the City should put the appropriate delivery framework in place now so it can move efficiently if the community provides the necessary funding. Staff believes design-build provides a strong overall delivery framework for consideration. Whether conventional design-build or progressive design-build is ultimately the better fit should be determined after further project definition and evaluation of cost, schedule, risk, market conditions, competition, and the City's administrative capacity.

Similarly, staff believes it is appropriate to evaluate a project-specific PLA now, while there is sufficient time to understand its potential benefits, costs, administrative requirements, and effect on contractor participation.

The proposed action positions the City to be ready. If the community approves the funding measure in November, the City should be able to move from funding to implementation with a clear strategy rather than spending the first several months determining how to organize the project.

The purpose of today's action is not to commit the City to construction. It is to make sure the City is prepared to deliver when and if the community provides the resources to do so.

Alternatives

1. Take No Action
2. Provide direction to evaluate other options

Attachments

- A. Resolution

Fiscal Impact

☒ No Fiscal Impact

☐ Funding Source Confirmed:

There is no direct fiscal impact authorizing staff to establish a delivery framework for the Community Center Project. This action positions the City to be ready to execute, if the community provides the funding necessary to address the long-standing needs of the community center.



Source:

Staff

Purpose:

Council Vision/Priority

Public Outreach:

Posting of Agenda

RESOLUTION NO. 2026 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING DESIGN-BUILD PROCUREMENT FOR THE COMMUNITY CENTER PROJECT, AUTHORIZING STAFF TO EVALUATE THE APPROPRIATE DESIGN-BUILD DELIVERY METHOD, AND DIRECTING STAFF TO EVALUATE A PROJECT-SPECIFIC PROJECT LABOR AGREEMENT

WHEREAS, the City of Belmont ("City") is a general law city organized and existing under the laws of the State of California; and,

WHEREAS, the City has been evaluating the long-term needs of its community center facilities, including deferred maintenance, aging infrastructure, functional limitations, and evolving community program needs; and,

WHEREAS, the City is developing a capital project that may include a Community Center, Aquatics Facility, Gymnasium, and associated site improvements, subject to final program development, funding availability, environmental review, and future City Council action (the "Project"); and,

WHEREAS, a citizen-led parcel tax measure is presented to Belmont voters in November 2026 that, if approved, may provide a funding source for major community investments for the Project; and,

WHEREAS, the City desires to establish an efficient project delivery and procurement framework in advance so that, if funding becomes available, the City can proceed efficiently from funding authorization to project development, procurement, design, and construction; and,

WHEREAS, California law authorizes qualifying local agencies to use design-build procurement for eligible public works projects, subject to applicable statutory requirements; and,

WHEREAS, California Public Contract Code Chapter 4.7 separately authorizes qualifying local agencies to use progressive design-build for up to 10 public works projects in excess of \$5 million each, subject to the requirements of that chapter; and,

WHEREAS, the City Council desires to preserve flexibility to select conventional design-build or progressive design-build based on the final project requirements, funding strategy, schedule, risk allocation, market conditions, anticipated competition, and the City's administrative capacity; and,

WHEREAS, any proposed Project Labor Agreement would be subject to separate review and approval by the City Council before becoming part of the Project procurement or contract documents; and,

WHEREAS, the City Council understands that this authorization does not approve construction, a Guaranteed Maximum Price, a Project Labor Agreement, an appropriation of construction funding, or a final Project scope; and,

WHEREAS, Senate Bill 935 (2026) affects the City's broader design-build authority but does not eliminate the current statutory sunset applicable to progressive design-build under Public Contract Code Chapter 4.7; and,

WHEREAS, the City Council desires to authorize staff to proceed with the preparatory procurement and project-delivery actions necessary to position the City to move efficiently should funding for the Project become available.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. Design-Build Delivery Framework. The City Council authorizes staff to establish a design-build delivery framework for the Project pursuant to applicable California Public Contract Code authority, subject to all applicable statutory requirements.

SECTION 2. Evaluation of Delivery Method. The City Manager, or designee, in consultation with City Attorney, is authorized to evaluate conventional design-build and progressive design-build and recommend the delivery method that best serves the City's interests based on project definition, cost, schedule, risk allocation, market conditions, anticipated competition, funding, and administrative capacity.

SECTION 3. Procurement Documents. The City Manager, or designee, is authorized to prepare the procurement documents applicable to the recommended design-build delivery method, including evaluation criteria, qualifications requirements, conflict-of-interest guidelines, bonding, insurance, and contract requirements. The proposed solicitation and evaluation framework shall return to the City Council for review and approval before release.

SECTION 4. Project Labor Agreement Evaluation. The City Manager, or designee, is authorized to engage in discussions with appropriate building and construction trades representatives and labor counsel regarding the potential terms and feasibility of a project-specific Project Labor Agreement (PLA).

SECTION 5. PLA Evaluation Criteria. The evaluation of a potential PLA shall consider, as appropriate, labor stability, dispute resolution, apprenticeship and workforce development, community workforce objectives, contractor and subcontractor participation, project cost, administrative requirements, compliance monitoring, and other factors affecting the City's best interests.

SECTION 6. No Approval of PLA. Nothing in this Resolution constitutes approval of a Project Labor Agreement. Any proposed PLA shall return to the City Council for separate consideration and approval before it is incorporated into the Project procurement or contract documents.

SECTION 7. No Construction Authorization. Nothing in this Resolution constitutes approval of a construction contract, Guaranteed Maximum Price, final Project scope, appropriation of construction funding, or authorization to commence construction.

SECTION 8. Future Council Actions. Selection of a design-build entity, approval of a negotiated price or Guaranteed Maximum Price, approval of any PLA, authorization of construction, and any associated appropriation or funding authorization shall be presented to the City Council for separate consideration as required.

SECTION 9. Legislative Monitoring. Staff is directed to monitor legislative developments affecting design-build and progressive design-build procurement and to advise the City Council of material changes affecting the Project procurement strategy.

SECTION 10. CEQA. This Resolution authorizes a procurement framework and preparatory project-delivery actions and does not itself approve construction or commit the City to a definite course of action affecting the physical environment. The City shall complete any environmental review required by applicable law before taking an action that constitutes approval of the Project or otherwise requires environmental review.

* * *

ADOPTED September 8, 2026 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

COMMUNITY CENTER PROJECT

Design-Build Procurement Framework & Project Labor Agreement Evaluation

Afshin Oskoui
City Manager
September 8, 2026

Community Center Project

Preparing Belmont to Move from Community Investment to Project Delivery

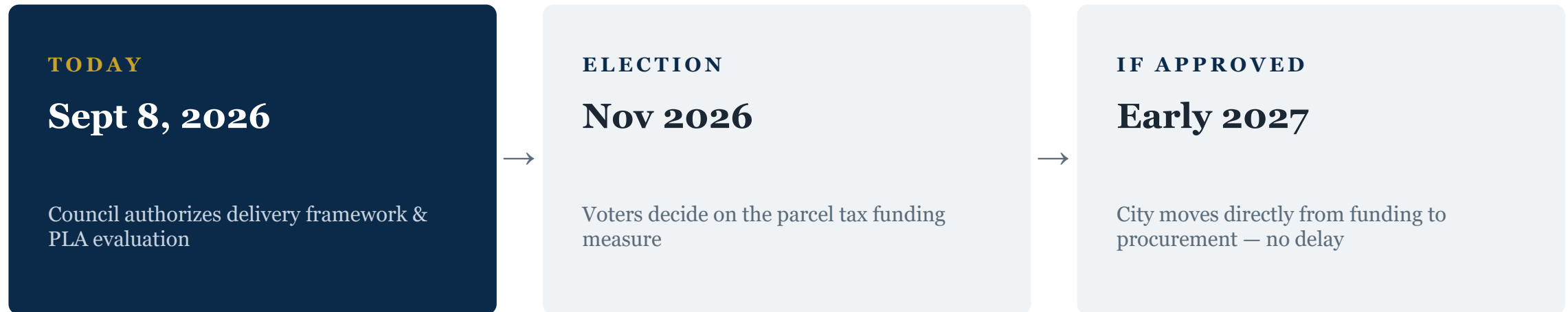
- The existing Community Center has significant **deferred maintenance, aging infrastructure, and program limitations.**
- The community has expressed a desire to address these needs and ensure the facility can **safely serve Belmont for generations to come.**
- A future project should address **seismic, electrical, fire-life-safety, and accessibility requirements,** while incorporating resiliency features that allow the facility to support the community during emergencies.
- If the **November 2026 Measure Y is approved,** the City should be positioned to move efficiently from funding authorization to project implementation.

What is before Council today

- ✓ Establish the framework now so the City is ready to move forward if the community provides the resources to do so.

Why Act Now

The citizen-led Measure Y on the November 2026 ballot could fund the Community Center. Establishing the delivery framework now — before an election — lets the City move efficiently if voters approve.



This action does not commit the City to construction, scope, or cost — it prepares the tools to decide efficiently.

Design-Build as the Delivery Strategy

Project Delivery Methods: At a Glance

	Design-Bid-Build (DBB)	Design-Build (DB)	Progressive Design-Build (PDB)
Basic Model	Design first → bid → construct	One team designs + constructs	Design-build team selected early, scope & price developed progressively
Contract Structure	2 contracts: Designer + Contractor	1 contract: Design-Builder	1 contract: Design-Builder, with progressive pricing
Designer / Contractor Relationship	Separate	Integrated	Integrated from the outset
Price Certainty	High at bid, but changes can occur during construction	Established earlier, but design assumptions may drive risk	Developed collaboratively as design advances
Owner Control	Highest during design	Less direct design control	High early involvement and decision control
Risk Allocation	Owner retains more design/interface risk	More risk transferred to Design-Builder	Risk identified and allocated collaboratively
Collaboration	Sequential / limited	High	Very high / continuous
Speed to Construction	Typically slower	Faster	Can accelerate while maintaining owner involvement
Flexibility / Innovation	Lower	High	High
Best Fit	Well-defined, conventional projects	Projects where speed and single-point responsibility are priorities	Complex projects where scope, risks and solutions need to evolve

Design-Build as the Delivery Strategy

Project Delivery Methods: At a Glance

Bottom-line message

- ❑ **DBB:** *“Design it. Bid it. Build it.”*
- ❑ **DB:** *“One team. One contract. Faster delivery.”*
- ❑ **PDB:** *“Select the team early. Collaborate on the solution. Establish the price with greater certainty.”*

For a complex public project: Progressive Design-Build can provide a useful middle ground, combining **early contractor expertise and collaboration** with **owner involvement, design development, and progressive cost/risk validation**.

Two Paths Forward

Staff recommends preserving flexibility to choose the better fit after further evaluation.

Conventional Design-Build

Select after requirements are defined

- Straightforward procurement once program is defined
- Stronger price & schedule commitments earlier
- Best where scope is already well developed
- Requires more decisions resolved before selection

Progressive Design-Build

Select early, develop together

- Construction expertise engaged earlier in design
- Team evaluates scope, cost & schedule together
- Well suited when requirements are still evolving
- Requires strong owner-side project management

Project Labor Agreement: Evaluate & Return to Council

Staff is recommending only authorization to begin evaluating a project-specific agreement alongside the design-build decision. Any negotiated PLA returns to Council for approval.

Project-specific Applies only to the Community Center Project	Labor stability No-strike / no-lockout & dispute-resolution provisions	Workforce development Apprenticeship & training opportunities	Community benefits Measurable local & targeted workforce outcomes
Contractor participation Effect on prime & subcontractor pool, incl. non-union firms	Cost transparency Effect on labor costs, pricing & competition	Administrative capacity Compliance monitoring & contract administration needs	Council approval Any negotiated PLA returns for final approval

Fiscal Impact & Next Steps – Upon Voter Approval

NO CONSTRUCTION APPROPRIATION

This action authorizes preparatory project development costs only — procurement preparation, legal review, Owner's Representative services, and potential labor counsel or compliance support.

Council retains future decision points on:

Project scope • Funding • Design-build selection
• Negotiated price / GMP • PLA approval •
Construction authorization

Next Steps

- 1 Finalize delivery strategy & selection criteria
- 2 Prepare RFQ/RFP program and procurement documents
- 3 Develop evaluation criteria, bonding & insurance requirements
- 4 Consult financial advisor & bond counsel on financing strategy
- 5 Begin PLA discussions & evaluate cost, terms, workforce benefits
- 6 Return to Council with recommended delivery method & PLA

The Recommendation

Adopt a resolution authorizing staff to establish a design-build framework and evaluate a Project Labor Agreement — so the City is ready to act if November funding is approved.

1

Authorize design-build

Use design-build delivery for the Community Center Project under Public Contract Code authority.

2

Evaluate both approaches

Assess conventional vs. progressive design-build and recommend the best fit.

3

Prepare procurement strategies

Develop evaluation criteria, conflict-of-interest rules, bonding, insurance, and contract terms.

4

Explore a Project Labor Agreement

Begin evaluating — not approving — a project-specific PLA alongside the delivery method.

5

Return to Council before commitment

Final PLA terms and procurement strategy come back for approval before any construction contract.

Be Ready to Deliver

This action doesn't commit Belmont to construction — it ensures the City can move efficiently from funding to implementation if voters approve the November measure.

Staff recommends Council adopt the attached resolution.

Questions & Discussion

Thank you!

belmont.gov